BOOKBINDING by European methods with the best materials and under European supervision at THE "DAILY PRESS" OFFICE Always pronounced equal to home work, and prices very moderate.

PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE. All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

# Hongkong Daily Press.

ESTABLISHED 1857.

GOLD MEDALS, PARIS, 1878; 1889. Of Highest Quality and having Greatest Durability are therefore CHEAPEST.

JOSEPH GILLOTT'S PENS.

The Only Award Chicago, 1893. NUMBERS FOR USE BY BANKERS Barrel Pens, 225, 226, 262. Slip Pens, 332, 909, 287, 166, 404, 7,000. In Fine, Medium, and Broad Points.

THE NEW TURNED-UP POINT, 1042 [27

No. 12,183. 第壹萬二千一百八十三號 光緒二十三年二月初三日 HONGKONG, FRIDAY, MARCH 5TH, 1897. 禮拜五 香港英壹千八百九十七年三月五號 PRICE $2½ PER MONTH

NOTICE.

*Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.*

*Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.*

*Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

*Telegraphic Address PRESS. A.B.C. Code. P.O. Box 20. Telephone No. 12.*

## NEW ADVERTISEMENTS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE FOURTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 9, Praya Central, Victoria, on MONDAY, the 22nd March, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the Year ending 31st December, 1896, declaring a Dividend, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 22nd inst., both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 5th March, 1897. [600

THE NEW CHINESE NEWSPAPER.

"THE HONGKONG SAN PO," Recently established, is Published EVERY MORNING, and already enjoys a very considerable circulation. It therefore has become an important Advertising Medium. The Proprietors respectfully solicit support from the Mercantile Community and General Public.

For Terms and Advertising Charges, apply to "THE HONGKONG SAN PO," No. 79, Queen's Road.

Hongkong, 5th March, 1897. [601

TO LET.

RAVENSHILL, East and West, and "ERNSFOOT." Immediate possession.

Apply to VICTOR H. DEACON.

Hongkong, 5th March, 1897. [599

PUBLIC AUCTION.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION THIS DAY, at 2.30 P.M. An Invoice of JAPANESE PLANTS, Ex S.S. "HOHENZOLLERN."

TERMS OF SALE—As Customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, 5th March, 1897. [536

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship "NAMOA," Captain Hall, will be despatched for the above Ports, on SUNDAY, the 7th instant, at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 5th March, 1897. [597

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

FOR VLADIVOSTOCK VIA SHANGHAI, CHEFOO, CHEMULPO NAGASAKI, FUSAN, AND GENSAN.

THE Company's Steamship "SENDAI MARU," Captain G. Olsen, will be despatched as above on FRIDAY, the 12th inst., at 4 P.M.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 4th March, 1897. [593

FOR NEW YORK VIA SUEZ CANAL.

S.S. "STRATHLEVEN" will sail on MONDAY, the 15th inst. instead of as previously advertised.

S.S. "MACDUFF," to sail about 22nd March, 1897.

For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents.

Hongkong, 5th March, 1897. [595

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship "TSINAN," Captain Romney, will be despatched as above on TUESDAY, the 16th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th March, 1897. [598

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG 1897. (*Subject to Alteration.*)

CHITTAGONG ... | Saturday ... | 20th March.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship "CHITTAGONG" will be despatched hence for VICTORIA, B.C. and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 20th inst.

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 5th March, 1897. [594

TO CONSIGNEES OF OPTIONAL CARGO, EX O. & S. S. CO.'S S.S. "GLAUCUS" FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 8th inst. for shipment per steamer "MENELAUS."

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th March, 1897. [534

NOTICE.

I BEG to inform the general public that I have just commenced Business as a WHOLESALE AND RETAIL WINE AND SPIRIT MERCHANT.

All Wines and Spirits are of guaranteed quality and Prices are moderate. A trial is solicited.

H. TIE, 16, D'Aguilar Street.

Hongkong, 4th March, 1897. [587

## INTIMATIONS.

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE THIRTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Company's Office, No. 9, Praya Central, Victoria, on MONDAY, the 15th March, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1896, declaring a Dividend, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 15th instant, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 2nd March, 1897. [572

HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of BUSINESS contributed during the Half Year ended 31st December, 1896, on or before 15th March, on which date the Accounts will be CLOSED.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 26th February, 1897. [531

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that the CALL of $1.50 cents per share on B. shares numbered:—

25001/25656, 25604/26143, 26161/26343,
26394/26593, 26694/26793, 26874/26843,
26994/27043, 28438/28637, 32861/32869,
32962/33818, 34060/34103, 36263/36203,
36350/36359, 36806/36720, 36834/36863,
37284/37294, 37460/37904, 38046/38310,
38346/38394, 38608/38948, 38965/38984,
39245/39249, 40493/40531, 40650/41055,
41656/41755, 41874/42283, 42384/42483,
42584/42703, 44184/44283, 44484/44533,
45132/45231, 47379/47421, 44884/44983,

must be PAID to the Undersigned at the Office of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, on or before the 16th day of March, 1897, and notice is also given that in the event of non-payment of such Call at the Office of the Company aforesaid on or before the said 16th day of March, 1897, the above-mentioned Shares will be liable to be forfeited.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th March, 1897. [566

CANTON INSURANCE OFFICE, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1896.

CONTRIBUTORS to the above Office are requested to furnish the Undersigned with a LIST of their CONTRIBUTIONS for the Year ending 31st December, 1896, in order that the DISTRIBUTION of BONUS may be arranged. Returns not rendered prior to the 31st day of March instant will be adjusted by the Office, and no claims of contributors will be subsequently admitted.

JARDINE, MATHESON & CO., General Agents. CANTON INSURANCE OFFICE, LD.

Hongkong, 1st March, 1897. [566

HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LIMITED.

PROCESSION OF THE CROSS. Special CHEAP EXCURSION to MACAO.

WEATHER permitting, the Steamer "HONAM" will leave for MACAO next SUNDAY, 7th March, at 9 A.M., and on the return trip will leave Macao at 10 P.M.

The Grand Procession of the Cross is announced to take place in the afternoon.

Special Excursion Fare $2 return.

No Single or Second Class Fares.

Chinese Servants 50 cents each way.

Tickets may be purchased at the Company's Office or on board the steamer before she leaves.

T. ARNOLD, Secretary.

Hongkong, 3rd March, 1897. [580

NOTICE TO STEAMSHIP COMPANIES.

AN English-speaking French MEDICAL Man offers his Professional Services in return for Passage to Europe, from end of March, 1897.

Address "M.D.," Care of MANAGER, Eastern Telegraph Company, Haiphong. [570

CARBOLINEUM-AVENARIUS

USED FOR 16 YEARS.

Thorough reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, SCHEELE & CO.

Hongkong, 25th January, 1892. [969

## ENTERTAINMENTS

TO-NIGHT. FRIDAY NIGHT LAST BUT ONE.

WILLISON'S CIRCUS

Benefit tendered HARRY DIXON AUSTRALIA'S CHAMPION JOCKEY ACT RIDER.

SPECIAL PROGRAMME. GREAT LOCAL HORSE LEAPING CONTEST FOR A MAGNIFICENT SILVER CUP. Entries Close To-Night.

TO-MORROW (SATURDAY) 2 PERFORMANCES 2

AT 2 P.M. CHILDREN FREE. Get Special FREE TICKETS To-day.

AT 9 P.M.

GOOD-BYE TO HONGKONG.

Hongkong, 5th March, 1897. [562

THEATRE ROYAL CITY HALL

HONGKONG AMATEUR DRAMATIC CLUB

By special request the Club will give an Extra Performance of "LES CLOCHES DE CORNEVILLE" TO-MORROW (SATURDAY), March 6th, 1897. This will be positively the last Performance of the Opera.

Doors open at 8.30 P.M. Curtain rises at 9 P.M., precisely.

PRICES AS USUAL.

The Booking Office of the Theatre will be open on and after THURSDAY, 4th March, at 10 A.M. Late Trams 1 hour after fall of Curtain.

E. W. MITCHELL, Hon. Secretary.

Hongkong, 2nd March, 1897. [573

## INTIMATIONS.

DAKIN, CRUICKSHANK & CO., Have just received a Large Consignment of PHOTOGRAPHIC REQUISITES.

ILFORD DRY PLATES. All Sizes—Ordinary, Empress, Extra Rapid.

OPALS.—Edward's Transparency Plates and Lantern Plates.

PAPER.—Ilford P.O.P.; Ilford Permanent Bromide; Eastman's Solio; Eastman's Permanent Bromide.

Hongkong, 11th January, 1897. [a26

BROMO SELTZER. BROMO SELTZER.

First introduced into HONGKONG by FLETCHER & Co.

Have just opened a new Consignment of this famous Headache Cure.

Also an assortment of SPRAY PRODUCERS, CACHOUS, BARLEY SUGAR, LIME FRUIT TABLETS, CHOCOLATE CREAMS. Sole Agent for the popular TANSAN MINERAL WATER.

FLETCHER & CO., THE PHARMACY, 23, QUEEN'S ROAD CENTRAL, and CARMICHAEL & CO., LD.

a32]

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LD., LONDON, Pioneers of the Asbestos Trade. Contractors to H.M. Government, and the Principal English, Indian, Colonial, and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF The Best Qualities of ASBESTOS and RUBBER GOODS for the Very Highest Pressures. Cheaper Qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat, and Transport in H. M. Service.

"SALAMANDER." Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

Superintendent: ... ... ... ... ... THOS. SKINNER.

DODWELL, CARLILL & CO., General Agents.

a34]

BOVRIL

IS the VITAL PRINCIPLE of Prime Ox Beef, containing in a perceptible powder (which distinguishes it from clear Beef Tea) the Albumen and Fibrine, or entire nourishment of Beef, solving the great problem of effective stimulation without reaction, and forming a perfect food for BRAIN, BLOOD, BONE, AND MUSCLE.

WATKINS & CO., Sole Agents.

WINES! WINES!! WINES!!!

LANE, CRAWFORD & CO. JUST IN RECEIPT OF A NEW LOT OF ITALIAN WINES From R. GANCIA & CO.

| | | | Per doz. | Per 2 doz. ½ bottles. | Per bottle |
|---|---|---|---|---|---|
| CHIANTI, | in ½ flasks, 1st quality | ... | $16.50 | — | 1.50 |
| CASTEL RICALDONI, | do. | ... | 10.50 | 13.50 | 0.95 |
| BAROLO CAVOUR, | do. | ... | 15.00 | 18.00 | 1.30 |
| LACRIMA CRISTI, | do. | ... | 14.00 | — | 1.20 |
| CAPRI, | do. | ... | 12.50 | 15.50 | 1.10 |
| CAPRI, in green glass amphora bottles | | ... | 16.00 | — | 1.40 |

The above are of excellent flavor and well worth a Trial. [a25

CUTLER, PALMER & CO.

Have been Shipper to CHINA for nearly 75 years. Their Brands are favorably known all over the World.

A1 QUALITY COGNAC, Distinguished by 4 STARS on the label. Price $19.00 per 1 dozen bottles.

SUPERIOR OLD COGNAC, Distinguished by 3 STARS on the label. Price $17.75 per 1 dozen bottles.

VERY GOOD COGNAC, Somewhat younger than the above. Distinguished by 2 STARS on the label. Price $14.00 per 1 dozen bottles.

"PALL MALL" WHISKY, Eleven years old, very fine quality. Each bottle bears an analyst's certificate. The quality is guaranteed. Price $16.75 per 1 dozen bottles.

Well-matured HIGHLAND MALT WHISKY, Blended by CUTLER, PALMER & Co. Moderate in price, excellent in quality. Price $14.00 per 1 dozen bottles.

C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY, in Patented Bottles. Price $9.00 per 1 dozen bottles.

GLENIFFER BLEND, SCOTCH WHISKY, Moderately priced, good quality. Price $8.00 per 1 dozen bottles.

INVALIDS' CHAMPAGNE. A Natural, *i.e.*, a Brut, Sparkling Wine, of the Vintage 1889; particularly suitable to the debilitated. The price is but $26.00 per one doz. quart bottles.

INVALIDS' PORT. This Wine is old, soft, and delicate. We strongly recommend it. Analysed and Certificated by Professor Cassall, Price $16.75 per 1 dozen bottles.

DOURO PORT, This is a fine quality Wine of exceptionally good value, Price $12.00 per 1 dozen bottles.

SHERRIES, AMOROSO, The Earl Mish's shipping. Price $16.75 per 1 dozen bottles. LA TORRE. Price $14.00 per 1 dozen bottles. Pure and natural Wine; a tonic. WHITE SEAL SHERRY—Popular at the Club. Dry, delicate, and of fine flavour. Price $17.75 per 1 dozen bottles.

CLARETS in Quarts and Pints. CHATEAU MOUTON. For a good after dinner Wine we recommend this. Price $26.75 per 1 dozen bottles. LAROSE. This is a very attractive Claret, of good bouquet. Price $15.75 per 1 dozen bottles. MARGAUX-MEDOC. A breakfast Claret. Price $8.75 per 1 dozen bottles.

LIQUEUR, BENEDICTINE, D.O.M. Price $33.50 per 1 dozen bottles.

Agents—SIEMSSEN & Co., HONGKONG. [37

VIN SAINT LEHON.

TRADE MARK. 和源 HONG-NAME YUEN-WO

Doctor DUSSAUD writes:—"The composition of the generous wine of Saint-Lehon imposes confidence and draws attention of doctors upon its use. I have ordered it to several of my patients who were overcoming an illness, and have noticed the recovery of their strength and the rapid renewal of good health through its use.

"This new product must take its place in new therapeutics and render great service to our doctors."

$18.00 per Dozen.

Telephone No. 185

SOLE AGENTS—GANDE, PRICE & Co., Wine and Spirit Merchants, No. 12, Queen's Road, Central.

a31]

COTTAM & CO., GENTLEMEN'S OUTFITTERS, HATTERS, HOSIERS, &c.

NEW GOODS By Every INCOMING MAIL. [a29

## INTIMATIONS.

Ex P. & O. S.S. "CANDIA."

"LANSON" CHAMPAGNE, Extra Quality Vin, 1889. Magnums, Quarts, Pints, and Half Pints.

"PIPER HEIDSEICK" CHAMPAGNE, Gold Foil. Quarts and Pints.

"LOUIS RODERER" CHAMPAGNE, Grand Vin Sec. Quarts and Pints.

ESTD. 1864.

Telephone No. 15. 15, Queen's Road.

CALDBECK, MACGREGOR & CO., Wine and Spirit Merchants. [a27

SPECIAL NOTICE.

PRIZE COMPETITION.

ANIMATED by a desire to draw attention to the material benefits attaching to life assurance on modern principles, the undersigned has resolved to offer three prizes of $100, $50, and $25 respectively, for the best three examples of advertisements dealing with the excellent system of the EQUITABLE.

The system in itself is so simple and perfect that it may be understood by every person; therefore this competition is thrown open to men, women, and children in China, Hongkong, and Japan. It is commended to men, as relieving them of an immense responsibility; to women, as securing to them the happiness and maintenance of home; and to children, as providing for their education and future.

Certain conditions must be observed:—

1.—The printed dimensions shall not exceed 10 inches in length by 2¼ in width, or 5 by 4½ or 3½ by 6¾. Any readable type may be used and the author is to arrange the advertisement in regard to form and type as may render it most attractive.

2.—Advertisements marked "Prize Competition" on the cover must be sent in to the undersigned not later than the 15th April.

3.—The competition may be in prose or verse.

4.—The award will be made within ten days, that is, on or before 26th April; and the prize advertisements will be published in due course; the right of publication of the contributions of non-prize-winners being reserved.

5.—Competitors who prefer that their names should not be made public should express their desire at the foot of their contributions, furnishing a cipher with their address in separate cover.

6.—Any information required may be had on personal application to the Shanghai Office. Prospectuses, etc., will be supplied on request.

7.—Contributions to be addressed to J. T. HAMILTON, General Manager, Equitable Life Assurance Society of the United States, No. 6, The Bund, Shanghai.

a830]

SITUATION WANTED.

A GENTLEMAN able to give very good references, conversant with English, Chinese, and Indian Languages, and having been in the Commercial line for the last 11 years, is desirous of an Engagement as CLERK or BROKER, or both, in Hongkong or at any Outport. Satisfactory testimonials.

Address "CONFIDENTIAL," Care of Office of this Paper.

Hongkong, 4th March, 1897. [588

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month; it is of Superb Quality and of CUTLER, PALMER & Co.'s SELECTION.

Sole Agents for it—LANE, CRAWFORD & Co., Hongkong.

37]

AMERICAN TAILORS.

WE, the Undersigned, beg to notify the Public that we have OPENED a TAILORING BUSINESS AT No. 15, D'AGUILAR STREET.

All Orders executed by experienced EUROPEAN WORKMEN, and none but the best Materials kept on hand. PERFECT FIT GUARANTEED. A Trial is respectfully solicited.

H. MALIN & CO.

Hongkong, 3rd March, 1897. [579

## AUCTIONS.

PUBLIC AUCTION of ONE ENGLISH BILLIARD TABLE and DRAPERY and OUTFITTING.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION TO-MORROW (SATURDAY), the 6th March, 1897, Commencing at 2.30 P.M., at his Sales Rooms, Duddell Street, ONE ENGLISH BILLIARD TABLE, by THURSTON, and APPURTENANCES. Also A quantity of GENTLEMEN'S DRAPERY. Comprising:—SCOTCH TWEEDS, HOMESPUN BLUE and BLACK SERGE, TENNIS FLANNEL COATINGS, etc., cut into SUIT LENGTHS, FLANNEL, FLANNELETTE, SINGLETS, SOCKS, &c., &c. And a small quantity of LADIES' DRAPERY, Comprising:—NAVY BLUE and COLOURED SERGE, WOOL DRESS MATERIALS, HOSIERY, &c., &c., &c.

Terms of Sale: CASH on Delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 1st March, 1897. [55

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received Instructions from the Mortgagees TO SELL BY AUCTION TO-MORROW (SATURDAY), the 6th March, 1897, AT 3 P.M., on the Spot,

All that piece or parcel of ground situate at VICTORIA, Hongkong, registered in the Land Office as "The Remaining Portion of Inland Lot No. 493" and now held from the Crown for the residue of the term of 999 years, together with four Houses thereon known as Nos. 95, 97, 99, and 101, First Street, Sey Yingpoon.

For further Particulars and Conditions of Sale, apply to HO WYSON, Solicitor for the Mortgagees, or to J. M. ARMSTRONG, Auctioneer.

Hongkong, 22nd February, 1897. [496

## NOTICE OF FIRM

NOTICE.

I HAVE this day admitted Mr. N. S. LEAVY a PARTNER in my business as GENERAL BROKER. The name of the Firm will, from this date, be known as JOSEPH & LEAVY.

EZRA S. JOSEPH.

Hongkong, 1st March, 1897. [574

CUTLER, PALMER & CO.'S "SPECIAL BLEND" WHISKY.

PRICE $9.00 PER DOZEN NET

A Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSSEN & Co., Hongkong. [38

CUTLER, PALMER & Co. WINE SHIPPERS SINCE 1815, Who have consigned their Brands to our care for over half a century.

Apply to G. C. ANDERSON, Messrs. JARDINE, MATHESON & Co., Hongkong, And to their friends in Shanghai.

67]

SIEN TING, SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE, Consultation Free.

Hongkong, 23rd September, 1891. [2175

PORTLAND CEMENT J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO.

Hongkong, 11th April, 1883. [2376

SIAM TEAK TIMBER.

THE BORNEO COMPANY, LIMITED BANGKOK.

ORDERS can be Booked and Rates Supplied on Application to the Undersigned for:—TEAK SQUARES, PLANKS, SCANTLINGS, AND BOARDS. PLANED, TONGUED, AND GROOVED TEAK BOARDS. TEAK SHINGLES.

GIBB, LIVINGSTON & CO.

Hongkong, 17th July, 1895. [42

## HOTELS.

MOUNT AUSTIN HOTEL.

1,400 feet above sea level.

"Telegraphic Address, Excelsior" Hongkong, A.B.C. Code — Telephone, No. 35.

The most LUXURIOUS HOTEL in the East, beautifully Situated on the Healthiest Spot in Hongkong.

READING and SMOKING SALOONS.

LADIES' DRAWING ROOM.

BILLIARDS and LAWN TENNIS.

FIRST CLASS CUISINE and WINES.

The new BALL and CONCERT ROOM will be open in about six Weeks.

For Particulars, apply at the TOWN OFFICE, 38 and 40, QUEEN'S ROAD CENTRAL, or to The Manager, MOUNT AUSTIN HOTEL.

Hongkong, 20th November, 1896. [2013

HONGKONG HOTEL

Visitors should drink our "SPECIAL" WHISKEY.

[39

NEW VICTORIA HOTEL ROTISSERIE.

MEALS A LA CARTE.

CHOPS, STEAKS, etc., etc., at any time between 7.30 A.M. and 11.30 P.M.

MONTHLY BOARDERS at MODERATE RATES.

MADAR & FARMER, Proprietors.

Hongkong, 4th September, 1896. [46

"BOA VISTA" HOTEL MACAO.

BEAUTIFULLY SITUATED FAMILY HOTEL, WITH SEA VIEW.

MACAO is distant 40 miles West of Hongkong and the trip is made DAILY except SUNDAY, by the Saloon Steamer "HEUNGSHAN" leaving Hongkong at 2 P.M.

For Terms, apply MANAGER.

Telegraphic Address, "Boavista." [2976

OSAKA HOTEL.

BEST appointed HOTEL in JAPAN is the above and for which no Passport is required to travel from KOBE. [898

## SHIPPING.

ARRIVALS.

Mar. 3, VELOX, German str., 625, P. Thomsen, Saigon 26th Feb., Rice.—ORDER.

Mar. 4, CHOYSANG, British str., 1,104, G. H. Bowker, Canton 4th March, General.—JARDINE, MATHESON & Co.

Mar. 4, SENDAI MARU, Japanese str., 1,164, Olsen, Moji 27th Feb., Coals.—NIPPON YUSEN KAISHA.

Mar. 4, TAICHEONG, German str., 828, P. Dulme, Swatow 3rd March, General.—MEYER & Co.

Mar. 4, GAELIC, British steamer, 2,690, Finch, R.N.R., San Francisco 2nd Feb., Honolulu 9th, Yokohama 23rd, Kobe 25th, Nagasaki 27th, and Shanghai 1st Mar., Mails and General.—O. & O. S. S. Co.

Mar. 4, MATHILDE, German str., 600, T. H. Berg, Pakhoi 1st March, and Hoihow 3rd, General.—CHINESE.

Mar. 4, DAPHNE, German str., 1,291, Samuelsen, Canton 4th March, Ballast.—SIEMSSEN & Co.

Mar. 4, KAMBIRA, British ship, 1,885, J. J. Brownell, Cardiff 3rd Nov., Coal.—MASTER.

Mar. 4, NANSHAN, British str., 1,344, Stovell, Bangkok 26th Feb., Rice.—BRADLEY & Co.

Mar. 4, NINGCHOW, British steamer, 1,735, H. Willis Jones, Shanghai 1st March, General.—HOLLIDAY, WISE & Co.

Mar. 4, CHINA, German steamer, 1,114, P. Voss, Macao 4th March, Ballast.—CHINESE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 4TH MARCH.

*Chowtai*, British str., for Bangkok.

*Choysang*, British str., for Swatow.

*Cosmopolit*, German str., for Touron.

*Velox*, German str., for Kobe.

*Bygdo*, German str., for Moji.

DEPARTURES.

Mar. 4, NANYANG, German str., for Canton.

Mar. 4, HAILOONG, British str., for Swatow.

Mar. 4, SIEGFRIED, German str., for Saigon.

Mar. 4, KEELUNG, Japanese str., for Yokohama.

Mar. 4, KEONGWAI, British str., for Bangkok.

Mar. 4, VULCAN, Norw. str., for Saigon.

Mar. 4, CHOYSANG, British str., for Shanghai.

Mar. 4, GLAMORGANSHIRE, British str., for Saigon.

Mar. 4, MENMUIR, British str., for Moji.

Mar. 4, VELOX, German str., for Kobe.

PASSENGERS.

ARRIVED.

Per *Gaelic*, str., from San Francisco, &c.—Mr. and Mrs. E. Stanley Gibbons, Mrs. E. W. Scott, Mrs. L. F. Selfridge, Mrs. F. Baxter and infant, Mrs. J. H. Rinder and infant, Mrs. G. W. Middleton, Mrs. N. W. McIvor, and Mr. B. S. Furlong.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. Wm. E. Allen, Mr. Manuel B. Asensi, Mr. & Mrs. Edouard C. André, Mr. E. W. Blodgett, Mr. T. M. Boyd, Miss Brodie, Vice Admiral Sir Alexander Buller, K.C.B., and valet, Lady Buller and maid, Mr. W. J. Canter, Mrs. Cass, Miss Chamberlin, Mr. W. B. Chamberlin, Mrs. C. M. Cole, Mr. T. Courtin, Mr. C. Crane, Mr. Harry Dixon, Mrs. J. Douglas, Miss Drum, Mr. W. A. Duff, Mr. J. B. Duncan, Mr. & Mrs. Wm. B. Dunning, children and nurse, Mr. G. Duyster, Mr. H. K. C. Fisher, Dr. J. B. Fowler, Mr. R. S. Furlonge, Mr. H. H. Getty, Mr. & Mrs. Stanley Gibbons, Mr. A. H. Gould, Miss Greene, Mr. & Mrs. E. J. Grist, Major & Mrs. P. B. Hanham, Mr. C. Harris, Mr. A. Haupt, Mr. R. J. Harris, Mr. H. D. Hawks, Mr. W. Hay, Mr. E. Hill, Dr. E. H. Hersey, Mr. T. Howard, Mr. Kerfoot Hughes, Mr. F. B. Jacob, Mr. A. E. Jolly, Mr. & Mrs. Joseph, Mr. J. W. Kingborn, Mr. Leon A. Levy, Mr. J. M. Littlehale, Ensign G. W. Logan, U.S.N., Mr. J. M. Lyon, Rear-Admiral F. McNair, U.S.N., Mr. F. L. Y. Martyn, Mrs. J. H. May, Miss May, Mr. J. S. Maynard, Mr. F. Mesa, Mr. Victor Murray, Mr. John Murchie, Mr. J. M. Mussen, Capt. & Mrs. R. Nelson and maid, Dr. J. Neustadtl, Mr. W. Parfitt, Lieut & Mrs. L. L. Reamey & son, Mr. & Mrs. A. H. Rennie, Mr. A. B. Ross, Mrs. James W. Scott, Mrs. L. F. Selfridge, Mr. A. Sinclair, Miss Leslie Smith, Mrs. J. Tremaine Smith, Mrs. & Miss Stimson, Mr. C. F. Tremlett, Mr. Edward Tritton, Mr. Aimee Viret, Mr. F. H. Voltenius, Mr. Henry Vest, Miss Alice Wallett, Mr. & Mrs. Bert Willison and children, Mrs. Wm. Whiley, Miss Whiley, Dr. & Mrs. E. Wilde and maid.

MOUNT AUSTIN HOTEL.

Mr. A. Babington, Mr. & Mrs. A. H. Bottenheim, Mr. & Mrs. Becker, Mr. Becker, Mr. H. W. Brazier, Mr. A. W. Brewin, Mr. Hart Buck, Mr. G. J. Chapman, Mr. H. L. Clayton, Mr. Charles Cohen, Mr. Coughtrie, Miss M. C. Craig, Col. Elsdale, R.E., Surgeon-Col. Evatt, Mr. G. N. Evans, Mr. D. Gillies, Mr. H. M. Gracey, Mr. J. T. Hamilton, Mr. W. S. Harrison, Staff Surgeon and Mrs. Keays, R.N., Mr. & Mrs. J. W. Norton Kyshe, Mr. H. F. Meyerink, Mr. R. M. Moses, Mr. Mumford, Col. & Mrs. Nepean, Mr. A. Van Nierop, Mr. E. Osborne, Mr. H. E. Pollock, Dr. Rennie, Mr. G. Sierich, Hon. A. M. Thomson, Capt. A. Tillett, Capt. & Mrs. Trevelyan, Mr. G. H. Wheeler.

VESSELS IN DOCK.

ABERDEEN DOCKS.—

KOWLOON DOCKS.—H.I.G.M.S. Prinzess Wilhelm, Kiangnan, Kochidate Maru, H.M.S. Centurion, Totartos, Daphne.

COSMOPOLITAN DOCK.—Guthrie.

TO-DAY.

Auction Japanese Plants, Mr. J. M. Armstrong, 2.30 p.m.

Willison's Circus, Reclamation Ground, at 9 p.m.

TO-MORROW.

Auction of Drapery and Outfitting, &c., Mr. G. P. Lammert, 2.30 p.m.

Auction of Inland Lots 493, on the Spot, Mr. J. M. Armstrong, 3 p.m.

"Les Cloches de Corneville," Theatre Royal, 9 p.m.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 10.30 a.m. ... Every quarter of an hour.
11.30 a.m. to 12.30 p.m. ... Every half hour.
12.30 p.m. to 2.30 p.m. ... Every quarter of an hour.
3.30 p.m. to 8.00 p.m. ... Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.

8.45 a.m. to 10.15 a.m. ... Every half hour.
10.30 a.m. and 10.40 a.m.
Noon to 2 p.m. ............ Every quarter of an hour.
3 p.m. to 8 p.m. ............ Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1896. [2235

怡生號

YEE SANG & CO., COAL MERCHANTS, have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address:—Care of Messrs. KWONG SANG & Co., No. 63, PRAYA. [815

## INTIMATIONS.

**BROWN, JONES & CO.**
DEALERS IN
AMERICAN AND ITALIAN MARBLE AND HONGKONG GRANITE.
CEMETERY MEMORIALS.
Designs and Prices on application.
Office, 47, Queen's Road Central. [2657

NOW READY.
THE
CHRONICLE AND DIRECTORY
FOR
CHINA, JAPAN, COREA, INDO-CHINA, STRAITS, NETHERLANDS INDIA, SIAM, PHILIPPINES, BORNEO, &c., &c.,
WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST.
FOR
1897.
THE THIRTY-FIFTH ANNUAL ISSUE, which will be found, as hitherto, more full and accurate than its predecessors.
Royal Octavo—Complete with Maps and Plans, pp. 1240, $7. Directory only, pp. 872, $3.50.

**A. S. WATSON & CO., LIMITED.**
ESTABLISHED A.D. 1841.

CUT GLASS BOTTLES
OF
ELEGANT PATTERNS.

WHOLESOME CONFECTIONERY
AND
DELICIOUS SWEETS
IN LARGE ASSORTMENT.

FRENCH CONFECTIONERY AND CONSERVES FROM THE BEST PARISIAN HOUSES.

CRYSTALLIZED FRUITS.

SPECIAL CONSIGNMENTS OF CHOICEST CHOCOLATES.

FANCY BOXES OF RARE DESIGNS FOR PRESENTS.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.
Hongkong, 5th January, 1897. [22


*NOTICE TO CORRESPONDENTS.*

*Only communications relating to the news columns should be addressed to* The Editor.
*Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.*
*All letters for publication should be written on one side of the paper only.*
*No anonymously signed communications that have already appeared in other papers will be inserted.*
*Orders for extra copies of* Daily Press *should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Daily Supplied for Cash.*
*Telegraphic Address* PRESS—A.B.C. Code. P.O. Box 33. Telephone No. 12.

# The Daily Press.

HONGKONG, MARCH 5TH, 1897.

THE situation in Korea is evidently exciting some attention in England at the present moment. The peninsular kingdom still continues to be a source of uneasiness and anxiety. The Chinese suzerainty was replaced by Japanese tutelage, but still the people of Chosen were not happy, and now that Japanese tutelage has been superseded by what is virtually a Russian protectorate it may be doubted whether the Koreans are wholly satisfied. Bad as the rule of their own mandarins was, it is not, we fear, in the natives of the Hermit Kingdom to be grateful. The corruption and tyranny that the land has suffered from so long is silently acquiesced in by the people. They are all ready to follow the same example, and simply regard the squeeze as customary and inevitable. The present King was credited with amiability and great discretion when he first came to the Throne, and there is no doubt that he has had the greatest difficulties to contend with, making the task of governing the country justly almost impossible. He has, too, encountered nothing but misfortune since he assumed the kingly dignity. His father rendered life well nigh insupportable to His Majesty by his intrigues early in the reign, and his Queen was shamefully assassinated, at the instigation either directly or indirectly of his own paternal relative. One of his sons is living abroad; his nephew cannot return home; and upwards of thirty of his most influential subjects are in voluntary exile. It will be seen therefore that His Majesty of Korea does not rest on a bed of roses. He is possessed of certain progressive ideas personally, but has constantly been baulked by his father and his Minister. He appears to be perpetually menaced with the loss of his throne, but through many vicissitudes has been allowed to retain it because any other government might be a trifle worse, and the jealousies of the Powers have so far saved the country from annexation. After having seen foreign troops of various nationalities in his capital, his Palace is now guarded by native soldiers who are trained under Russian officers. It is stated, however, that these troops are not yet sufficiently skilled to properly perform the functions of royal guards, and it may be doubted whether they would be a very efficient protection in case of an attempted revolution, which is almost always on the cards. Even the King himself, though comparatively enlightened, is still saturated with Oriental ideas, as may be gathered from the following note in a recent issue of the Korean *Independent*:—"Memorials "have been addressed to the King of "Korea urging that everybody who had "any connection with the death of "the QUEEN, or with the military de-"monstration at the Palace in 1894, in-"cluding the families and relatives of the "offenders, should be slaughtered. The "King has replied that the suggestions of "the memorialists are 'quite reasonable.'" What an impossible sort of monarch and impracticable a people the King of Korea and his subjects must be may well be imagined from this! The "unspeakable Turk" is not more hopelessly out of the scope of reform than the unimprovable Korean. It is inevitable that he must, like his prototype in Eastern Europe, fall under tutelage, and his ultimate fate may yet be the cause of disagreement. Up to the present moment the question has not greatly exercised Great Britain. China and Japan have long snarled at each other across the peninsula, but now that the Great Bear has intruded his paw the Eastern rivals appear to have slunk back. There is no occasion for England to wish to take a hand in this game. She has no immediate interests in Korea, and has evidently let it be known to Russia that she has no intention of intervening at Seoul. The answer given by Mr. CURZON in the House of Commons the other day in reply to a question in reference to the reports that Russian officers were drilling Korean troops, is clearly intended to show that the British Government have no objection to the fact. They would no doubt prefer to see the Koreans left to their own devices, but they do not feel called upon to remonstrate because the Korean Government have been persuaded to employ Russian officers to drill the royal guards. What may grow out of this fact it is hard to say. It is certainly the insertion of the thin end of the wedge of Muscovite influence in Korea, but considering that Russia is such a near neighbour there is nothing unnatural or surprising in the fact that she should wish to be beforehand with the other neighbours, and keep out China and Japan.

It is reported that arrangements are being made to turn the Astor Hotel at Tientsin over to a Joint Stock Company, for the sum of Tls. 115,000.

The course for the Royal Hongkong Yacht Club's race on Sunday will be from the Police Pier, Kowloon, round a mark boat off Chung Hue (starboard) and Channel Rocks (starboard), finishing at the starting line; 14 miles.

Says the *Peking and Tientsin Times*:—Most of the southern papers have chronicled the "new social departure" in Tientsin, to wit, the assembly of our ladies on Smoking Concert nights. We may take this opportunity of informing our contemporaries that the Ladies' Social is now a recognised institution, and one which on its inherent merits is to be perpetuated.

A fire broke out at Shanghai on Saturday morning, 27th February, on board the steamer *Kiangning* (formerly the *Kungwo*). Through the overheating of the galley stove-pipe the upper deck caught fire and from the dense volumes of smoke that rose it was feared at first that it was a serious affair. It was, however, extinguished in about half an hour, before any great damage had been done.

At Willisons Circus this evening Harry Dixon, "Australia's Champion Jockey Act Rider," will take a benefit, and one of the features of the evening will be a local horse leaping contest for a silver cup. Mr. Dixon is a hard working and popular entertainer and deserves a bumper benefit. The circus concludes its season in Hongkong to-morrow, when there will be an afternoon and an evening performance.

A fire occurred at the Tientsin gas works on the 9th February, and fears were entertained that the town would be left in darkness at night, but fortunately this was not the case. The fire occurred in the purifying room, and was localised there, and as the tanks contained a sufficient supply the gas was turned on as usual in the evening. The purifying apparatus was restored to working order the same night and the damage only amounted to about Tls. 250.

The Band of the West Yorkshire Regiment will play the following programme at the dinner to be given this evening to H.E. Wu Ting-fang at the City Hall:—

| | | |
|---|---|---|
| March | "Washington Post" | Sousa. |
| Overture | "Light Cavalry" | Suppé. |
| Intermezzo | "A Ride to Moscow" | De Loetz. |
| Selection | "Faust" | Gounod. |
| Song | "Dear Heart" | Mattei. |
| Selection | "Chinese Airs" | W. G. Bentley. |
| Valse | "Bid me Goodbye" | De Camors. |
| Selection | "Cavalleria Rusticana" | Mascagni. |

God save the Queen.

At the Police Court yesterday Mr. R. C. Dixon, Government Marine Surveyor, charged a house boy with leaving his service without giving proper notice. On the 6th September last Mr. Dixon, who lives in Knutsford Terrace, Kowloon, told the defendant that his wages would be $8.50, instead of $9 which he had hitherto been paid, and that if he did not agree to the reduction he would have to leave. The boy objected to the reduction and on the following morning he and the cook left without warning. Last Sunday Mr. Dixon heard that the boy was employed at another house in Knutsford Terrace and he informed Inspector Hanson of the fact. The Inspector went to the house, saw the boy, and served a summons on him. Commander Hastings said he was afraid he could not support Mr. Dixon's case, because when he told the boy his wages would be reduced and he could stay if he chose the contract was at an end. The boy was therefore discharged. He seemed very pleased to have escaped a fine.

The last time I referred to Genial Jo, says "Daybreak" in *Sport and Gossip*, was when a caricature appeared of him in the Christmas number of *Puck*, in which he was portrayed as a fireman at the costume ball of the Barnupsky Dry Goods Association, "und dey vas pudding him out." On this occasion the scene is nearer home, in fact it was at the Customs Fancy Dress Ball, "and dey vas very nearly pudding him out." My old friend appeared as the well-known blue and white square auction flag—a flag that has certainly braved a thousand auctions. The usual amount of fun was being gone through as to who was who, and several present had made up their minds that a person dressed as a lady was one of our amateur actors, who is renowned for his good looks when acting as a lady. The "Genial" one was deputed to find out who the party really was, and approaching the person in question he commenced, "What are you giving us now? We all know you, Harry. Mum's the word, my boy. Your mouth gives you away." The individual thus addressed put on an injured air and asked a gentleman close at hand who the man was that spoke in such an objectionable way, to which G. J. suggested that Harry should "come off his perch." This was too much, and the lady, for such she really was, asked the gentleman beside her to take her to the cloak-room. Mistakes will occur, and that this was one the lady herself found out to be true before leaving the ball-room, and with ample apologies from "Genial Jo" and a good deal of laughter on both sides, the curtain fell. Jo was sold, but not by auction, as his dress would indicate.

The C. P. steamer *Empress of China* sailed from Vancouver for Yokohama on Monday afternoon, the 1st instant.

The O. S. S. Co.'s steamer *Menelaus*, from Liverpool, left Singapore yesterday morning and may be expected here on or about the 9th inst.

We have received from Messrs. Siemssen & Co., agents for Messrs. Cutler, Palmer & Co., a sample of their Invalids' Champagne, a natural sparkling wine of the 1889 vintage, which is not only a pleasant beverage, but is specially recommended as suitable to those who are debilitated by residence in tropical countries.

The return cricket match between the H.K.C.C. and the Garrison will take place to-day and to-morrow. The following will play for Club:—P. A. Cox, T. Sercombe Smith, E. Mast, A. Mackenzie, H. Arthur, A. G. Ward, Lt. Alleoby, R.N., R. F. Lammert, Commander Hardinge, R.N., K. W. Mounsey, and A. N. Other.

## REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 2nd March.

THE NIGER EXPEDITION.

A column of the Niger Company's forces has captured Ilarin.

THE BRITISH NAVAL PROGRAMME.

The naval programme for the year provides for fourteen new ships, including four battle-ships, and an increase of 6,000 men.

THE POWERS, TURKEY, AND CRETE.

The Powers have presented a Collective Note to Constantinople and an identical one to Athens, declaring that the Government of Crete shall be autonomous under the suzerainty of the Sultan, and demanding that the Greek forces shall evacuate Crete within six days.

Lord Salisbury in the House of Lords stated that the Powers had agreed to the British proposal, except in regard to the withdrawal of Turkish troops from Crete.

Mr. Curzon in the House of Commons said that a union between Crete and Greece was impossible in face of the present attitude of the Powers.

## *THE INCREASE OF CHINA'S NAVY.*

PEKING, 25th February.

The Imperial Government have decided to order four more armoured cruisers, two fast cruisers, and several torpedo destroyers, English type. This is owing to the great increase made recently in the navy of her neighbours. China will not order any large vessels of over 10,000 tons, as she has neither harbours nor docks suitable for them. The programme for some years to come will be to order vessels of 8,000 tons or so. The retrenchments made at the Palaces of the Emperor, Empress, and Empress-Dowager are to be devoted towards strengthening the new navy.

There are indications of H.E. Li Hung-chang coming into fuller power soon, but there are still a great many attempts made to undermine his newly acquired influence over the Emperor. The Empress-Dowager is still Li's greatest champion and she is assisted in this by Prince Kung.—*N. C. Daily News.*

## *INDIAN FAMINE RELIEF FUND.*

The Honorary Treasurer of the Indian Famine Relief Fund begs to acknowledge receipt of the undernoted subscriptions:—

| | |
|---|---|
| Already acknowledged | $46,885.56 |
| H. Ruttonjee | 10 |
| Pro Patria | 10 |
| P. | 10 |
| G. | 5 |
| M. | 5 |
| Philander Smiff | 5 |
| S. | 5 |
| Bombastes | 3 |
| Difference in Exchange | 1.11 |
| | $46,939.67 |

## SUPREME COURT.

4th March.

IN BANKRUPTCY.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE.)

A SOLICITOR'S CLERK AND INDIAN MONEY LENDERS.

The debtor, Constantino Jose Lopes, clerk, appeared for his public examination. His liabilities on his own account amount to $1,622.14, and the liabilities on joint and several promissory notes amount to $2,216; total $3,838.14. The assets were nil.

The debtor, who was examined by Mr. Bruce Shepherd (Official Receiver), said—I am 48 years of age and am a clerk in Mr. V. H. Deacon's office. I have a wife and two children. I have been in Mr. Deacon's employ since 1875. My salary is $110 a month. That has been my salary since March last year. In 1890 I had $90 a month, in 1891 $95, and from 1891 to 1896 I had $100. I have not been in the bankruptcy court before. I first found myself in trouble in 1888 or 1890, when I had to borrow from money lenders. My wife and I were the chief promoters of a money loan association, which was started in 1888, and my monetary difficulties were caused through five or six members who had drawn money from the association absconding from the colony, and I was responsible for the losses.

The Official Receiver—In this association the members contributed so much money and lots were drawn for the money and when you were in trouble you borrowed money at the rate of sometimes 150 per cent. interest?

The debtor—Yes.

You received $80 and gave a promissory note for $180, and $150 for a note of $70, and so on?—Yes.

And you found that the more you paid the more you owed to the money lenders?—Yes.

And when they pressed you you borrowed from other people to pay them off?—Yes.

His Lordship—Who were these money lenders?

The debtor—Sikhs; soldiers belonging to the Asiatic Artillery. Some of them are here.

His Lordship—It is very scandalous that these soldiers should be lending money in this way and I wonder that the commanding officer allows it. They are professional money lenders and I do not think it is creditable to the dignity of the force that they should do it.

The Official Receiver said some of the money lenders got very handsome interest and he thought there ought to be some means for adjusting the amounts to be paid to the creditors.

His Lordship—It is a shameful thing that a man who follows the profession of a soldier should be a money lender. I will address the commanding officer on the matter and say what a discreditable thing the system is.

The Official Receiver (to the debtor)—Every succeeding year you became more deeply indebted?

The debtor—Yes.

In May last year you joined one Remedios in getting money on security?—Yes.

That was when your means for borrowing money were exhausted?—Yes.

Remedios also wanted money?—Yes.

So you propped up each other by backing up each other's security?—Quite so, exactly.

I see that on joint security you borrowed $2,216, of which I suppose you had half and Remedios half?—We had about $1,200. The amount actually received was $600 or $700.

You mean to say that you and Remedios gave promissory notes for $2,216 and only received $600 or $700?—We received about $1,200 or $1,500 between us.

I see the exact amount received was $1,340 on promissory notes amounting to $2,216. Where is Remedios now?—He went to Macao.

He has left the colony?—Yes.

And has left you to pay these debts?—I think so.

It was then that you were sued by some of the creditors?—I was sued by two creditors—one for $240 and the other for $270.

Your borrowing resources were then exhausted?—Yes, I could not borrow any more.

And that is why you seek the protection of the Court?—Yes.

His Lordship—You were sued in January?—Yes.

The Official Receiver—In February, 1895, you borrowed some money from Mr. Osmund?—Yes, I borrowed some money expressly on account of these Indians coming to me.

How much?—$354.

What did you do with that money?—I applied it to the paying off of Indian creditors.

Is it true that with any of that money you speculated in any shares in public companies?—I have never speculated in company shares at all.

Did you gamble in any way with your money?—I have never gambled in my life.

And you have used the whole of that money in paying off the debts of Indian creditors?—Yes.

Look at this promissory note; "On demand I promise to pay $30 only, value received." There is nothing there about interest?—No, nothing at all about interest.

What did the lender, Cabar Singh, pay you?—He gave me $30 and took off $2 commission.

That is, he gave you $28?—$28 exactly, and I paid $3 interest per month. If I settled in reasonable time he said he would let me off with $33 instead of $60.

His Lordship—What is Singh?—He is a retired soldier.

Had he retired at that time?—Yes.

The Official Receiver—Were all the promissory notes in that form—without mentioning the interest?—Yes.

Is not the difference between the amount received and the amount in the promissory note the interest?—If I signed a promissory note for $60 I should get perhaps $30, the difference being interest. I have signed for $180, and have got $100, the payment being at the rate of $15 per instalment per month.

That includes capital and interest?—Yes, most of the notes are payable on demand.

You transacted some of your business through a broker?—Yes.

You borrowed $290 and $90 from Sab Singh: how did you receive that money?—I was paid $150.

You received $150 and signed notes for $290 and $90?—The note for $90 was to secure the interest on $290 for six months.

Why did you sign a bill like that?—Because he forced me to sign it.

You were not compelled to sign it?—He would not have lent me the money.

And if you had not done it you would have been sent to prison?—I thought I would manage like that.

But you could not go on like that for ever?—Certainly not.

Why did you do it?—To pay off previous debts.

And you were getting deeper into debt?—Yes, I got deeper into debt.

Did it not occur to you that you were signing a deceptive security?—The broker asked me to sign for $90 to secure the other note for $290.

But you only received $150?—Yes.

You signed a paper stating that you had received $290 when you had not received it. Is'nt that a deceptive security?—Of course it is. He asked me to sign the $90 to secure the $290.

His Lordship—Both notes were given at the same time?—Yes.

For $380 altogether?—Yes.

The Official Receiver—Would not that have been a proper time to come to the Court and not now? Remedios is not here now?—No.

If Remedios had not gone away do you think you could have gone on?—I could pay my own debts, but I could not pay Remedios's.

The date of the promissory note was 8th August, 1893?—Yes.

And the interest you paid was considerably greater than the amount you borrowed?—Sometimes 150, or 90, or 30 per cent.

Yet you never reduced the principal?—These promissory notes which have been paid by instalments reduced the principal somewhat.

Here is a promissory note you gave to a money lender. When did you borrow that money?—I think that was in 1892.

You borrowed $110 on the 3rd November, 1892, and paid $5 a month up to the 5th November, 1895, and you still owe $110?—Yes, the principal is untouched.

You have paid $180 for interest on $110 borrowed?—Yes.

That is not so bad as some cases. That is 60 per cent. per annum, and it is the case with many others?—Many are paid off.

You paid them off by borrowing more money and not by instalments. To one man you paid 96 per cent. per annum. $60 is written on the paper and you got only $30, paying $4 a month. That is exactly 96 per cent. per annum?—Yes.

Didn't you know that?—Well, I could easily pay $4 a month.

But if you could easily pay that you could reduce the principal?—No, I had so many amounts to pay that I could not reduce the principal.

His Lordship—They did not press you for reduction of the principal, but kept the interest going.

The debtor's answer to this question was not audible to our reporter.

The Official Receiver—Your salary is all you have to live on and to pay your debts?—That is so.

Your son, I believe, had some employment?—Yes, he is employed at Moyorink and Co.

His Lordship—How much does he get?—$40 a month.

The Official Receiver—With his assistance do you think you could live on $60 a month?—I think so.

Are you sure you can?—Yes.

I want to see if I can get $50 a month for creditors, and you could go on paying until you have paid 50 per cent. Would you pay that $50 a month voluntarily?—Quite voluntarily.

Because if you agree to pay $50 a month voluntarily and afterwards fail to pay I should have to apply for judgment for the amount, and that would be awkward for you.—You could apply to Mr. Deacon for a cheque every month.

You are sure you could pay it?—Yes.

Do you think you can insure your life to pay your creditors 50 per cent?—That is impossible out of the $60.

If you insured your life it would come out of the $50.—It would have to come out of the $60 left.

If your creditors like to insure your life out of the $50 they could do so?—If they compelled me to do so, yes.

His Lordship—Are you still employed in Mr. Deacon's office?—Yes.

I suppose he has talked to you very seriously about the position you are in? I am concerned to think that a gentleman of intelligence like you and in a lawyer's office too, should have got himself into this trouble.

The debtor, in reply, asked his Lordship to take something into consideration, but the full answer could not be heard.

His Lordship—It would have been better when you were struggling in this way if you had gone to Mr. Deacon and explained the matter to him and asked him to help you out of it.

The debtor was understood to say that Mr. Deacon said he would not help him.

His Lordship (to the Official Receiver)—Do you wish the examination to be closed?

The Official Receiver—Yes, my Lord. The Sikhs are here; I do not know whether they would like to ask any questions.

Narang Singh, of the Asiatic Artillery, then stepped forward and said he wanted to ask the debtor how he had spent the money.

His Lordship—Have you got leave from your commanding officer to come here for this purpose?—Yes, I have leave to come here.

Did you tell your commanding officer what it was for?—I asked the commanding officer for leave to come to Court.

You did not tell him it was to examine a debtor to whom you had been lending money?—No, I did not.

Would he have given you leave if you had told him that?—My commanding officer will not allow us to lend any more money, but he has given us permission to collect whatever money we have out now.

He has stopped you from lending money?—Yes.

His Lordship—I am glad to hear that.

The Official Receiver—This man received a promissory note for $60 for which he paid $30 in cash, and he has received $35 in the shape of interest. This is the man whose $5 a month includes principal and interest, and there is still $25 owing to him.

This money lender was asked if he wished to put any questions to the debtor and his reply was—The only question I have to put is I want my $25 back.

His Lordship—That is not a question. You said at first you wanted to ask him how he had spent the money.

Narang Singh—I do not want to ask him that.

His Lordship—The getting back of your money is another matter.

Narang Singh—The only question is I want to get back my money.

His Lordship—That is in the hands of the Court now.

Narang Singh—My lord, whatever your decision is I'll take it.

Sab Singh then came up and his Lordship asked—Has he retired?

Sab Singh—I am an ex-police constable and now I am a watchman.

His Lordship—What are the particulars about him?

The Official Receiver—He got a note for $290 and another for $90, and advanced $150, my Lord.

His Lordship—Is that so?

Sab Singh—I gave him $290 in full.

His Lordship—You can ask the debtor any question you like about his conduct in the affair.

Sab Singh—How has he spent the money? He has no business transactions, unless he is an extravagant gambler. Have you any business transactions?

The debtor—None but my own employment.

Sab Singh—What have you done with my money?

The debtor—I have paid other accounts with it.

Sab Singh—You had better go and borrow money and pay me back. You did not owe so much money before. You are not so heavily in debt.

The debtor—I am heavily in debt.

Sab Singh—How could you be so heavily in debt—only $200 or $300 and not $2,000 or $3,000.

The debtor—By signing promissory notes with big interest on big amounts.

Sab Singh—What interest did you give me? You said you would give me so much a month.

The debtor—I borrowed $150 from a broker and signed the note for $290 and another for $90 to secure it. I never saw you at all.

Sab Singh—You took the money from a blind man in Hongkong.

The debtor—Yes, from a broker.

His Lordship—The money lender stands behind the broker.

The debtor—This is the first time I have seen this man.

Sab Singh—If I had known you were so heavily in debt I would not have lent you a cent. I want to go home now and wish to get my money.

His Lordship—He said he paid you $290.

The debtor—He paid me only $150.

His Lordship—Are you quite sure?

The debtor—Yes, I had to pay the broker 8 per cent.

Sab Singh—I know nothing about that. Perhaps he is conspiring with the broker, who is a Portuguese, to deceive.

Gundah Singh was the next creditor. He said he retired from the Asiatic Artillery ten years ago.

The Official Receiver said this man held a promissory note for $180 for which he had paid $100.

His Lordship—The $290 note is a joint one by the debtor and Remedios. It is dated 4th July, 1896. On the back there are endorsed four payments of $20 each.

The Official Receiver—That is another $290 note; there are two $290 notes. The notes payable to bearer were got through the broker and those in which the name is mentioned were obtained direct. This man, Sundah Singh, has proved for $432 and he holds notes for $60, $55, $290, and $180, all payable to bearer. I may have to reject many of these proofs when I go over them.

Sundah Singh, like the previous lenders, also asked for his money to be returned to him and declared that the debtor gambled. He was willing to take whatever his Lordship decided upon.

His Lordship—It is one of the risks of a money lending business that a man who borrows may go into the bankruptcy court. Money lenders have to take that risk.

Gundah Singh—I want to know what dividend will be given.

His Lordship—You must take your chance with the other creditors. The Official Receiver will let you know the amount.

Cabar Singh, an ex-gunner in the Artillery, then came up. He gave the debtor $30 in exchange for a promissory note for $60, and he also held a joint and several promissory note for $180 for which he paid $100. He said he paid $60 and $140, the remaining $40 being for interest.

Sundah Singh, a bombardier in the Artillery, who held a note for $240 with interest at the rate of 36 per cent. per annum, said he paid the debtor the full sum of $240.

Gunnar Singh was the last of the lenders. He held a promissory note for $56 for which he had paid $20, and there was now $32 owing.

The debtor said he had never seen this man.

Gunnar Singh—When you want money you know me; when you can't pay me money you do not know me.

The Official Receiver said he should require all these men to prove in what way they paid over the various loans.

The examination was then closed.

IN ORIGINAL JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE.)

WAH HING LUN FIRM v. MIN WING

This was an ex parte action to recover $6,800 principal and $327.71 interest from the defendant, who is the proprietor of the Wa Tai Bank.

Mr. C. A. Dick Melbourne (instructed by Mr. Reece) appeared for the plaintiffs, who carry on business at 65, Winglok Street, and explained that the defendant was the proprietor of the bank and had gone to Canton. The money was really deposited in the bank and the plaintiffs held promissory notes, one for $1,000, dated 26th April, 1896, and one for $5,000, dated 30th April, 1896. The $800 was paid over to the defendant in the presence of witnesses, but he bolted to Canton on the following day without giving a receipt which he promised. The unpaid interest amounted to $327.71.

His Lordship gave judgment for the plaintiffs.

## *THE IMPERIAL BANK.*

Peking, 26th February.

The Emperor has sanctioned the Imperial Bank of China under the following conditions as recommended by the Tsungli Yamên's report on H.E. Sheng Hsüan-huai's memorial on the above. Name in China to be "Imperial Chinese Bank of International Commerce," but in Europe and America, where there will be also branch offices in the capitals of the principal Powers, the name will simply be the "Imperial Bank of China." Capital to be Tls. 5,000,000, with power to increase. Only half is required at the commencement. Of this H.E. Sheng, who is also to be President of the Board of Directors, guarantees Tls. 1,000,000, to be subscribed by shareholders in the China Merchants and Chinese Telegraph Administration. The rest of the Board of Directors (to be twelve in number) will guarantee another Tls. 1,000,000. The balance of Tls. 500,000 to be offered in the principal cities of the Empire and to be subscribed by Chinese only. The head office is to be in Shanghai, and will have at least three Managing Directors, and will be opened at the same time as the branch office in Peking, early next April. The Hongkong and Shanghai Bank will be the model of the new Bank and there will be a large and responsible staff of foreigners in the Treaty ports and foreign capitals. The Bank will be given the privilege of issuing notes, coining money, investing Government deposits, and transmitting taxes from the interior to Peking. After paying interest at the rate of 8 per cent. per annum to shareholders, a certain proportion will be paid in the shape of bonus to Directors and staff, and to form a reserve fund. Of the balance, 20 per cent. will be paid as royalty to the Government in return for protection and the above privileges, and 80 per cent. divided among the shareholders. Prospectus of Bank to be published in March, and three months after that date will be allowed for people in the interior to apply for shares and six weeks for people in Shanghai.—*N. C. Daily News.*

## *THE PUNJOM MINING CO., LIMITED.*

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following progress report on the work carried on at Punjom during the month of January:—

Mining.—The usual attention has been given to all work coming under this head and fairly good progress made.

August Shaft, 200 ft. Level.—The stope on Gillies' reef continues to show highly mineralized ore, but is very poor in free gold. We are now preparing to calcine a small kiln of this and shall crush it separately to ascertain its value when treated in bulk. The stope on the ore found to the west of the new shaft is giving ore of fair grade and I am pleased to say we have found the continuation of the ore lost in the drive we were putting along its course at the date of my last report. It had been thrown east into the hanging wall.

The stopes on both the East and West and North and South reefs continue to give their usual quantity of ore for the mill, but I regret to say the grade is very low.

Intermediate Level.—Stoping and driving goes on here as at the date of my last report and with similar results. We have not yet reached the course of the ore seen in the 200 ft. level and referred to above.

110 ft. Level.—The various points we are operating on here maintain their usual output of ore for the mill, but I regret to say the grade continues very low.

New Leader and Upper Stopes.—We continue to draw largely for our ore supply from the many points at work here and I think there is a slight improvement in its value.

The drivage for the month is 377 feet; ore mined 1,159 tons, made up as follows:—August shaft 795 tons, new leader 361 tons.

Milling.—This work has gone on continuously with the following result:—Mill worked 29 days, crushing 1,200 tons, yielding of smelted gold 262 ozs. I need not tell you this is a great falling off as compared with our average crushing for some time past.

Calcining Works.—These works ran full time, treating 35 tons of concentrates yielding 39 ozs. of smelted gold.

Cyanide Works.—The clean-up here took place on the 15th January with the following result:—Plant worked 36 days, treating 920 tons of tailings, yielding 285 ozs. of bullion, valued at £1 11s. per ounce. In addition to this there was 67 ozs. 12 dwts. of bullion valued at £2 1s. 2d. per oz. got from slaggs, &c. I am sorry to say we have not been able to resume work owing to want of zinc, but as we are now getting a supply via Klang we hope to be able to do so in the course of a few days.

S. Gubau.—The new shaft has been commenced here and already about 20 feet has been sunk. The road to the Jelai river should be completed in another fortnight from date.

General.—A deal of work which may be taken under this head has been done. The catchment area of our main dam has been measured and the surveyor is now out levelling to find the storage area. I may tell you the former is about 11 square miles. This, with a rainfall of say 100 inches, will mean an enormous power if it can be conserved. Plans and full data will be sent you at an early date.

Labour.—The supply of this has been fairly good.

Health.—This may now be said to be good.

Rainfall.—The total rainfall for the month is 12 inches.

## *SHANGHAI'S MUNICIPAL BUDGET.*

The report of the Municipal Council for 1896 and the Budget for 1897 were issued on Saturday, 27th February, and a bulky volume they make of over 370 pages, against over 450 last year. Turning to the summary of the accounts, we find that the total receipts during the year amounted to Tls. 734,742, against an estimate, including the amount authorised to be raised by debentures for general purposes, of Tls. 670,095. The expenditure was Tls. 853,496, against an estimate, including Tls. 20,000 for roads, etc., of Tls. 670,095.

| | |
|---|---|
| The receipts therefore exceed the estimate by | Tls. 64,647 |
| and the expenditure exceeded the estimate by | " 183,401 |
| leaving a deficit of | Tls. 118,754 |
| The income in 1897 is estimated at | Tls. 873,220 |
| and the expenditure at | " 925,220 |
| leaving a deficit of | Tls. 52,000 |

which the Council ask authority to raise by the issue of debentures.

With the rapid increase of the Settlements, this increased expenditure is inevitable. The liabilities of the Municipality amount to Tls. 892,193, of which Tls. 635,000 are debentures outstanding, and Tls. 121,249 over draft at the Hongkong and Shanghai Bank. The assets, valued at Tls. 1,012,907, in reality greatly exceed the liabilities; but it is obviously bad policy to go on raising loans to meet current expenditure, and it seems that, disagreeable as the prospect is, it will be necessary very shortly to raise the land tax and the general Municipal rates, or, possibly, the dues on merchandise, though this should only be done as a last resource.—*N. C. Daily News.*

## *THE SHANGHAI-WOOSUNG RAILWAY.*

COMPULSORY SALE OF LAND.

The following translation of a proclamation by the high authorities of the province empowering the officers of the Shanghai-Woosung Railway to build the line and take over any land that may be required for the purpose is published by the *N. C. Daily News*:—

"Liu, Imperial High Commissioner of the Nanyang and Viceroy of the Liang Kiang provinces, etc., Chao, Governor of Kiangsu, Vice-President of the Board of War, etc., and Sheng, Junior Director of the Court of Sacrificial Worship and Director-General of Railways, hereby make a joint proclamation. We have received telegraphic instructions from the Tsungli Yamên to commence the railway between Shanghai and Soochow by first building the line from Shanghai to Woosung, as this will be a most important portion of the proposed railway, in view of which we have been desired to make all the surveys, and select the points for the erection of stations and godowns before the close of the year 1896, etc. It is a well-known fact that in the year 1876 certain British subjects built a railway between Shanghai and Woosung, which was eventually bought by the Imperial Government and removed. Now, however, as railways have been specially ordered by Imperial decree, which are to be built by ourselves, the route of the old railway is to be taken possession of by the present Railway Company. It is, however, too limited in width and therefore is to be widened by the purchase of land on either side as well as for building new stations and godowns along the route. For this purpose a regular scale will be paid for any land required. People must remember in this connection that railways in the future will be one of the most important matters concerning the welfare of the Empire, and even in Western countries all claims on land, whether private or public, must give way to the superior needs of railway companies, while the prices paid for such lands are regulated by Government in a strict and impartial way. No exorbitant prices are recognised, nor is any obstruction permitted on any account by the Governments of these countries. In the present instance official deputies, accompanied by foreign engineers, will mark the route and select the lands to be required, and assistance from the Shanghai Magistrate's staff of surveyors will be given to the railway officials. On the other hand, we have appointed the Shanghai Taotai to generally superintend matters, and we now enjoin owners of land between Shanghai and Woosung to carefully observe the regulations pointed out in this proclamation and to place no obstruction in the way of the building of the new railway. A most important proclamation. / "17th February, 1897."

## *THE THREATENED CLOSING OF SHANGHAI AS A PORT.*

THE CAUSE OF THE SILTING AND THE REMEDY.

Twenty-one years ago, i.e., on the 28th of February, 1876, Messrs. J. de Ryke and G. A. Escher presented to the Consular Body a voluminous report upon the result of their survey which had in view the improvement of the condition of the Huangpu River. Practically nothing has been done since then to carry into effect their recommendations, but the presence in Shanghai of Mr. de Ryke, on a short vacation from Japan, where he is in the Government service, is a fitting opportunity for drawing attention to a grave matter which is threatening the future of the port. The classification of witnesses adopted by a learned judge into "simple liars, d—d liars, and scientific experts" is well known, but we can recall no instance in such an important matter as the present, where a scientific gentleman after the lapse of so long a period has been able to come forward, like Mr. de Ryke and say that the course of events has been just as he and his colleague predicted, and that had the measures they recommended been carried out their promises would have been fulfilled. But Mr. de Ryke can do this, and having gone over familiar ground more or less cursorily, he assures us that the condition of the Huangpu has changed vastly for the worse and that unless a complete scheme of regulation is carried out Shanghai must lose its position as a port, and that within a very few years. It is not a matter of opinion, founded upon hasty surmise, but based upon the technical surveys and documents which are available in the office of Captain Bisbee, the Harbour Master. Cross sections of the river between the Outer Bar and the Pootung Point show an alarming accretion of solid matter in what used to be navigable channels, and with the characteristically rapid growth of such hindrances, the river is being affected most seriously over the portion which is the key to Shanghai. When the original survey was drawn up it was pointed out that the influence of the flood tide, almost the only power at work in keeping open the channel was and is declining (decrease always causes farther decrease), and that unless suitable works were completed, the bed would shoal and existing obstacles be added to. This is just what has happened. Owing to the junction which the Woosung Creek makes with the river, Pheasant Point (the result) has extended a considerable distance into the river, with what hazard to shipping the *Oniro-Newchwang* case is a striking instance, although persons conversant with the shipping could name many other cases where calamity has been avoided by the narrowest good fortune. The Outer Bar, the much more important of the two, is a rapidly growing menace to the visits of such steamers as the *Empresses*, and before long we may find steamers drawing 20 or 22 feet shut out from the port. The rapid growth of Gough Island, to a great extent the result of corrosion on the right side of the Ship Channel, is obvious to all who have occasion to go down the river, whilst the Soochow Creek—obstructed as it has been by several bridges resting on numerous piles—is exercising its baneful influence in adding to the Pootung Point. All these evils are interdependent, and any scheme of improvement must deal with them collectively. The first thing to be secured, Mr. de Ryke points out, is that both the flood and ebb tide shall exert their influence in one channel. Now the flood is chiefly felt on the left bank, and the ebb on the right bank, whilst the cross-currents are leaving deposits the extent of which one would hardly credit. A seeming improvement in the depth of water on the Woosung Bar of late may have lulled unthinking persons into a sense of security, but the root of the mischief is not to be sought at that spot. Tinkering with the Bar will avail little or nothing, and a comprehensive scheme must be thought of involving works from outside the Outer Bar to Black Point. When originally investigating the subject the engineers submitted two alternative plans, and the one involving the carrying out of works closing what is now known as the Ship Channel, and letting the full force of the tide use its power to deepen the Junk Channel, is the one Mr. de Ryke now recommends, although in a different way. He says that after, say, six months of preliminary arrangement the work could be carried out in less than three years, and though the cost has increased considerably, owing greatly to the higher price of materials and labour, since the date when the improvement was first suggested, it is still not too great for Shanghai to face, when all that is at stake, which must have increased at least three-fold and is still increasing, is borne in mind.

What is the cost? As near as can be said now between Tls. 1,000,000 and Tls. 1,500,000, certainly not more. At first sight these may appear big figures, but, as Mr. Hewett, the Shanghai Agent of the P. and O. S. N. Co. (who has devoted considerable thought to the question, and who, with Mr. de Ryke, in the course of an interview, placed at our disposal a mass of valuable data) points out, the sum is by no means overwhelming when the trade of Shanghai is taken into account. The imports to Shanghai approximate a hundred million taels, and the exports between sixty and seventy million taels, whilst the Customs revenue is practically six million taels, and the tonnage dues received by the Customs represent Tls. 480,000, for the most part collected in Shanghai. A tax of one-tenth of one per cent. upon the imports, as at one time proposed, would produce Tls. 100,000 a year, whilst out of the tonnage dues, the Chinese Government should be induced to contribute a corresponding sum. Although not expressly stipulated in the Treaty with Great Britain, it is conceded that the tonnage dues were intended to be utilised in providing lighthouses, and the Treaty with the United States particularly mentions this, but it is fairly evident that more than a quarter of the sum is yearly diverted to the uses of the Imperial Government. In its present appallingly impecunious condition there does not seem much hope of aid from the Chinese Government, but a resolute effort should be made to convince it that it cannot lightly appropriate this money, and allow a treaty port to silt up, as it is so evidently doing. Of course if it can be proved that nothing can be done that is another matter, but the threatened calamity is so grave that property owners and merchants should lose no time in once more setting to work. We are assured that the works recommended are likely to have such a marked effect upon the port that a minimum depth of 20 feet of water at the lowest tide could be guaranteed. The work would have to be carried out under a Conservancy, for though the harbour officials appear to have done all that they could to arrest deterioration their powers are not sufficient, with the result that such extremely deleterious conditions have been permitted as have arisen from the erection of the German Consulate and the neighbouring buildings near the mouth of the Soochow Creek, which will be found to hamper the operations of an engineer attempting to grapple with the case.

Finally, the possible effect of the projected railway from Woosung may be considered. The Chinese officials have all along evinced a peculiar affection for the Heaven-sent Barrier, and now that it promises to assist in the closing of the river, they regard it with increased fondness, in the hope that ships may be forced to discharge at Woosung and the goods be brought to Shanghai by train. But how do the foreign merchants, property owners, and residents like the prospect? It is evident that the cost of transportation by rail would be vastly more expensive than by ships coming up to the Settlement, or even the transfer of goods into cargo-boats; and from what little is known of the promoters' intentions, the chance of the new railway being able to handle cargo satisfactorily is a remote one. Looking at the whole question in the light of Mr. de Ryke's serious and carefully considered warnings, it behoves those interested to at once deliberate upon what action they shall take. It must never be forgotten that to allow the river to go on deteriorating as it is doing, is to allow the Outer Bar at the same time to become worse and worse. What then will be the use of the wharves that the Chinese are complacently proposing to build at Woosung, when ocean steamers cannot get over the Outer Bar? There is another question of great importance to the Chinese, the maintenance of a sufficient supply of water each flood tide to fill the irrigating creeks in the country; but this we have not space now to discuss.—*N.-C. Daily News.*

## THE AMERICAN MAIL.

The following telegrams are from San Francisco papers received by the O. & O. steamer *Gaelic*:—

MRS. BEECHER SLOWLY FAILING.

Stamford, (Conn.), 30th January.

At the residence of Rev. Samuel Scoville, where his aged mother-in-law, Mrs. Henry Ward Beecher, has been critically ill for some weeks, it was stated this afternoon that Mrs. Beecher is slowly failing.

CHAMBERLAIN'S VIEW OF THE ARBITRATION TREATY.

Birmingham (England), Jan. 31st.

At the dinner of the Jewellers and Silversmiths' Association Joseph Chamberlain, after referring to the relations between Great Britain and other countries, said that another matter was one which called for unmitigated congratulation. Mr. Chamberlain thought that the cloud which recently overshadowed the relations of the empire with the United States had been dispelled by mutual concessions honourable alike to the statesmen of both countries. This, he added, was an achievement worthy of the jubilee of the Queen. He asserted in conclusion that even though the United States Senate rejected the negotiations looking toward the establishment of an Anglo-American arbitration tribunal, the negotiations themselves could not fail to have their effect on the common sense, on the justice and on the Christian sentiments of the two great peoples.

VICTORY OF AN ACTRESS UNTRUTHFULLY ACCUSED OF APPEARING WITHOUT TIGHTS.

London, 31st January.

One of London's more reckless purity-mongers has just been made to pay heavily for an unscrupulous misrepresentation made in behalf of the cause of virtue. Two witnesses who opposed the licence for Oxford Music Hall at the recent session of the County Council testified at the hearing that Miss Madge Ellis, one of the performers, appeared on the stage with bare legs. Miss Ellis promptly brought suit for slander, claiming £500 damages.

It was the first time a witness before a public body had been sued in this country on account

of evidence there given, and the case, therefore, was watched with much interest. It has been settled, however, by the defendants agreeing to pay £500 damages and costs and make a complete apology.

SHOD HIS WIFE LIKE A HORSE.

London, 31st January.

News typically Russian comes from a village near Tomsk, where lives a blacksmith named Tesnyakoff. His wife had been persistently unfaithful, and finally her husband dragged her to his forge the other day, tied her up by the hair, and shod her with a pair of iron shoes which he had specially made for the purpose.

The woman naturally fainted when the nails were driven into her feet, and would have died had she not been rescued by the villagers. The peasants contented themselves with turning the husband over to the local authorities, who released him after two days' imprisonment.

The writer of the dispatch says the breaking of marital vows is common among the Russian peasantry, and the authorities treated the husband leniently as a means of showing that, in their opinion, the unfaithful wife simply got her deserts.

THE EARL OF KINNOULL DEAD.

London, 1st February.

The Earl of Kinnoull is dead. He was born in 1827, and is succeeded by his oldest son, Lord Hay of Kinfauns, a well-known Anglo-Egyptian army officer.

SIMS REEVES A BANKRUPT.

London, 1st February.

Sims Reeves, the famous English singer who recently married a young wife and returned to the stage, has been declared a bankrupt. He was born in 1822.

HEALTH OF THE CZARINA.

London, 2nd February.

A dispatch to the *Daily Telegraph* from St. Petersburg announces that the Czarina has been restored to perfect health.

NEW BISHOP OF ST. DAVID.

London, 1st February.

The Very Rev. John Owen, M.A., principal of Lampeter College, has been appointed Bishop of St. David.

DENIAL OF THE ELOPEMENT OF PRINCESS LOUISE.

Brussels, 1st February.

The *Journal de Bruxelles* officially denies the reported elopement of Princess Louise, daughter of King Leopold of Belgium and wife of Prince Phillipe of Saxe-Coburg and Gotha, brother of Prince Ferdinand of Bulgaria.

It was asserted that Princess Louise had disappeared with an Austrian captain of Hussars. Official announcement is made to the effect that Prince Phillipe and Princess Louise are now residing at Vienna.

TO OPERATE ON THE CZAR.

London, 1st February.

A dispatch of the *Daily Mail* from St. Petersburg says that the Czar's recent appointment of two new body physicians, one of whom is Dr. Pavlov, the well-known physician, has been made in view of the inevitable operation necessary for the removal of the unnatural protuberance of the bone from the head of his Majesty, the result of injuries received at the hands of a Japanese fanatic while on his tour around the world.

This dispatch to the *Daily Mail* was sent by an indirect route from St. Petersburg for the purpose of avoiding censorship.

LADY HENRY SOMERSET'S CONDITION FAVOURABLE.

London, 1st February.

The *Times* this morning announces that Lady Henry Somerset has undergone an operation. This treatment by physicians was made necessary by a recent carriage accident in which Lady Somerset was injured. Her present condition is pronounced favourable, but it is announced by the doctors that prolonged rest is imperative.

A FAMOUS INVENTOR DEAD.

Paris, 1st February.

A report from Frauenfeld, Switzerland, announces the death at that place of M. Martini, the inventor of the Martini rifle. M. Martini commenced his experiments in gun-making forty years ago. It was not until 1869, however, when a combination of the Martini breech action with a Henry barrel was selected from a large number of rifles submitted to the British Government, that M. Martini achieved fame and fortune.

WILL RETAIN KASSALA.

London, 2nd February.

The Rome correspondent of the *Daily News* says that as a result of the negotiations with England for the cession of Italian possessions in North-eastern Africa and Egypt, it has been agreed that Italy is to temporarily retain Kassala.

STRUGGLING FOR PROTECTION.

New York, 30th January.

The *Evening Post's* copyrighted London cablegram to-day says:—Public stirrings after protection caused another political revolt this week when a hundred Tories went into the lobby against the Ministers. The revolt was over Sir Howard Vincent's bill to extend the merchandise marks act to all imported articles capable of being marked and substitute the general brand "foreign made" for the more specific ones, as for instance "made in Germany," "made in the United States," etc.

The Government showed that the marks act only served to advertise German and American goods and greatly injured England's European trade by enabling the see customers direct to the foreigner for goods previously bought through England. The bill, however, was rejected by 153 to 97, the labour members voting with the Government. It is the first time a Trades Union Congress favoured the measure.

Gibson Bowles convulsed the House by producing a picture of the Prince of Wales with "made in Germany" beneath it. On the other hand, it is stated that all the royal palaces in Europe have been furnished to a large extent with English manufacturer.

THE "BROOKLYN" NEARLY SUNK.

Philadelphia, 31st January.

The United States cruiser *Brooklyn*, the latest pride of the Navy, calculated to withstand the fiercest onslaughts of shot and shell, to-day lies almost utterly helpless beside of a narrow sledge of sunken rock in the Delaware river, above Marcus Hook, Pa., on which she struck heavily yesterday afternoon. Her lower double compartments forward were closely stove, and it was only by the merest good fortune that the big warship did not sink. This would undoubtedly have been the result had not her many compartments successfully withstood the shock. As it was she was pulled clear of the rocks, and by her own steam she proceeded to a position in the river, where the big ice-breakers at Marcus Hook protect her from the heavy ice gorges in midriver.

The vessel is seriously damaged, and it is impossible to say when she will be able to go into active service. At present she is in no danger of further damage, being fully protected in the safe anchorage afforded by the icebreakers. How the accident occurred can only be established by a court of enquiry, and that Captain Cook of the *Brooklyn* has already asked for. The exact place where the vessel struck was on Schooner Ledge, between Chester and Marcus Hook, at about 1.45 o'clock.

What makes the accident even more deplorable is the fact that it was the first time the ship had been handled by the present officers and crew since going into commission in the early part of December. Since then she had been lying at League Island Navy Yard, and certain small repairs had delayed her sailing.

Washington, 31st January.

Secretary Herbert was informed of the accident to the *Brooklyn* in the following dispatch from Captain Cook dated at Linwood, Pa.:—

"Left League Island on Schooner Ledge in the jam. Struck on Schooner Ledge. Took the pilot aboard. Tow of bilge, hull some damage, and fire rooms is full of water. Leak in the bilge, but it is kept clear by pumping. Safely moored to the ice pier."

ONE OF WEYLER'S TRAINS BLOWN UP BY THE CUBANS.

Cincinnati, 31st January.

The *Commercial Tribune's* special from Key West says:—On Friday one of General Weyler's supply trains was dynamited on the railroad near Ciego, north of Cienfuegos. Two bombs were exploded under the engine and four under the train, being fired by electricity, as the train was crossing a trestle. The engine was blown apart and all the cars were splintered. They rolled over the trestle into the ditch, the full force that the dynamite had left one cart. Out of the guard of 100 soldiers on it forty-five were instantly killed or crippled. The insurgents were lying in ambush, and attacked with a force of 200 Cubans. The train was looted, the insurgents securing a small cannon that General Weyler had just ordered from Havana. After securing all the provisions and ammunition the cars were burned. The prisoners were released, and the Cuban captain sent Weyler a box of sweetened with a polite note. The captain of this Cuban band was an American named Burke from Indiana.

The famished condition of the people in Pinar del Rio and at Artemisa, San Cristobal, is well known. Hundreds of country people have flocked to these cities in obedience to the cruel orders of Colonels Hernandez, San Martin, and Inclan.

ANOTHER ACCOUNT.

Havana, 31st January.

Despite the rumours lately circulated to the effect that the insurgents were completely demoralized and that the Cubans had broken into scattered bands of fifty or so in the Province Pinar del Rio, news has been received that insurgents have blown up a passenger train, causing much damage and a considerable loss of life. Although the censor prohibited publication of the news in Havana it soon leaked out in that city, creating a sensation and the liveliest discussion in places where groups gathered.

At 6 o'clock on the morning of January 28th a military train with engine 17, carrying Captain Dupla and a force of engineers left Artemisa, and while passing a culvert at a place called Ocemura, between Candelaria and Mangas stations, a dynamite bomb exploded, destroying the engine and the armored tender, as well as the culvert, also wrecking several of the cars. Engineer Gonaro Rodrigues, an American, Ciraco Carreras, the fireman, and three soldiers were killed. Military Doctor Gonzales Aodo, the conductor, the brakeman, and twelve private soldiers were wounded. Captain Dupla and the sergeant escaped injury. The bodies of the engineer and the fireman were sent to Havana for burial. A repair train has been sent out from Candelaria for the purpose of repairing the injuries to the line. All of the wounded were sent to Candelaria.

Other reports from the Province of Pinar del Rio announce that Mariel Rodrigues and 1,500 men succeeded in crossing the trocha and joining the insurgents in the Province of Pinar del Rio. General Ruiz Rivera, it is asserted, also succeeded in passing the trocha, entering Havana province, and it is now claimed that he is in charge of the insurgent forces in this province. Since the death of Aguirre the insurgents in Havana province have been without a real leader, though they have been provisionally commanded by Rafael de Cardinas. It is now expected that an aggressive campaign will be carried on in the province of Havana by General Ruiz Rivera.

Two nights ago a large fire was observed to the east of Havana. So bright was the blaze that it attracted general attention. Being late at night, the horizon in the vicinity seemed one continuous line of fire. Nothing was published about the matter the next day, but an investigation disclosed the fact that Aranguero had made another daring raid in the vicinity of Havana, burning and looting the town of Barrera, near Guanabacoa.

---

Bicycle riders in Japan, says the Boston correspondent of the *Japan Mail*, are no doubt interested in the outlook for the coming year such as it appears in the United States. This year, says the correspondent, there will be bicycles, track tracers, in the market not exceeding 12 pounds in weight. That of the ordinary "Wheel," however, is likely to rise from 19 to 22 and even 27 pounds. Chainless bicycles, owing to their superior cleanliness, and wooden handlebars, owing to their lightness, are expected to appear in the market and find a ready sale. The price for really first class machines will remain at a hundred dollars, though some "specials" will cost considerably more. The bicycle craze is far from disappearing and the present year will give it a new impetus. The tandem will come into still greater vogue, as is evident from the demand now. There will be some novelties, such as bicycle polo. The chief requirements are a low-geared wheel, quick eye for distance, and an ability to ride, hands off, at any angle and round any curve. The "slow race," however, is taken up with much greater enthusiasm. He who, without crossing a line that marks off on either side a two foot path, without coming to a dead stand-still, reaches the goal last is the winner and it is certainly not easy to win. Dr. White, of New York, has lately invented an automatic attachment which, when fitted to the wheel, prevents the falling of the machine, and the use of which is strongly recommended to invalids, beginners, and timid folks generally. About three millions of people use a bicycle in the United States, capital invested in the industry is 125 millions, and no less than 15, men are employed. The export of bicycles is largest to Great Britain; then come Germany and France.


SERRAVALLO'S
FERRUGINOUS QUININE
The Great Austrian Tonic
of
PERUVIAN BARK and IRON.
Over 300 Medical certificates notifying its great STRENGTH-GIVING PROPERTIES, and at the same time being of an
EXQUISITE TASTE.
Sole Agents for Hongkong A. S. WATSON & Co.
Hongkong, 22nd May, 1896. [1920

KANANGA OF JAPAN
A NEW TOILET WATER.
Prepared by RIGAUD & Co.
PERFUMERS BY APPOINTMENT TO THE ROYAL FAMILIES OF SPAIN, HOLLAND, AND GREECE,
8, RUE VIVIENNE, PARIS.
A purely vegetable toilet Water which possesses the most refreshing properties. It makes the skin white, soft and velvety, imparting to it a fragant perfume; it is a sure remedy against freckles or pimples.
It fortifies the delicate parts of the body, and is especially recommended to ladies for the intimate toilet cares.
Sold in pint bottles throughout the world.
BEWARE OF IMITATIONS.
And take only "RIGAUD'S KANANGA." [71—5

ITALIAN VERMOUTH
Per Case of 12 bottles ............ $6.70
SUPERIOR COGNAC.
Mark Red Cross
Per Case of 12 bottles ............ $6.70
LIQUEURS.
KUMMEL, MARASCHINO, CURACAO, MENTA, &c.
Per Case of 12 bottles ............ $12
CHAMPAGNE
Extra Dry, Gold Seal
CARPENE MALVOLTI.
Purveyors to the Royal Court in Italy.
Per Case of 12 bottles ............ $20
Per Case of 24 ½-bottles ............ $25
AGENTS—
U. NERVEGNA & CO.,
35—2] No. 28, STANLEY STREET, Hongkong.

HONGKONG W. ROBINSON & CO. SINGAPORE
150 PIANOS FOR HIRE OR MONTHLY PAYMENTS.
PIANOS REPAIRED EQUAL TO NEW—
WORK WARRANTED.
TUNING BY EXPERIENCED MEN ONLY.
SECOND HAND PIANOS CHEAP.

"POPULAR" AND "CREMONA" MODELS
$300, $350—$385.
5 & 6 OCT. PIANOS
$175—$225.
ALL GUARANTEED FOR CLIMATE
ILLUSTRATED CATALOGUES FREE.
MUSIC, STRINGS, AND MUSICAL INSTRUMENTS.


## INSURANCES.


SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & CO., Agents.
Hongkong, 16th May, 1892. [18

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.
SIEMSSEN & CO.
Hongkong, 29th May, 1895. [19

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & CO., Agents.
Hongkong, 16th November, 1872. [17

PHŒNIX FIRE OFFICE.
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO., Agents for the Phœnix Fire Office.
Hongkong, 17th August, 1887. [20

SCOTTISH METROPOLITAN ASSURANCE CO.
The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.
A yearly premium of £28 12s. (age 30) secures the following:—
£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement by accident.
£500 in case of partial total disablement by accident.
£6 per week in case of temporary disablement by accident.
Accidents insured against for £1 and £2 per annum (£1,000 in case of death and weekly payments in case of injury.)
For further Particulars, apply to
J. Y. V. VERNON, Agent.
Hongkong, 18th June, 1896. [1432

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31ST DECEMBER, 1895, £12,133,131 0s. 0d.
I.—AUTHORISED CAPITAL ... £3,000,000 £ s. d.
SUBSCRIBED CAPITAL ... 2,750,000
PAID-UP CAPITAL ... 687,500 0 0
II.—FIRE FUNDS ... 2,601,016 2 9
The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 16th February, 1897. [1526

THE MANCHESTER FIRE ASSURANCE COMPANY.
ESTABLISHED A.D. 1824.
CAPITAL ... £2,000,000
TOTAL FUNDS AND SECURITY ... £2,480,053
NET ANNUAL FIRE PREMIA ... £ 757,478
Having been appointed Agents of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at current rates.
HOLLIDAY, WISE & CO., Agents.
Hongkong, 9th January, 1895. [2727

KELLY & WALSH.
LIMITED.
Kingsclere, by John Porter ... $9.50
Joan of Arc, by Mark Twain ... 3.50
Tom Sawyer, Detective, by Mark Twain 2.00
Watter's Every Day Life in Modern China 2.00
Gouin's Art of Teaching and Studying Languages ... 4.00
Longmann's Gazeteer of the World ... 22.50
Purcell's Life of Cardinal Manning, 2 vols. 17.50
Campbell's Past and Future of Formosa, with Map ... 25
Campbell's The Articles in Formosan ... 3.00
Strange's Japanese Illustration; a history of the art of wood-cutting and colour printing in Japan, 8 coloured and 88 black and white illustrations ... 7.50
Weston's Mountaineering and Exploration in the Japanese Alps ... 10.50
Rose's Metallurgy of Gold ... 12.50
Johnson's Getting Gold—a handbook for practical men ... 2.00
Arden Holt's Fancy Dresses described ... 4.50
Cleland's Human Anatomy ... 15.00
Capt. Hayes' Points of the Horse—New Edition ... 18.00
Soldiers' Tales, by Rudyard Kipling ... 3.50
*N.B.—The few copies received by mail of Lord Roberts' "Forty-one years in India" were sold immediately on arrival. A further supply has been wired for and is due to arrive about the 3rd week in March. Orders will be executed in rotation as received. Price $10.00.* [23

W. BREWER & CO.
NEW BOOKS AND NEW EDITIONS.
Naval Pocket Book, 1896 ... $2.50
Lloyd's Seamen's Almanack, 1897 ... 1.00
Fridjof Nansen, 1861-93 ... 6.50
The Poetry of Sport—Badminton Library 5.25
Wild Beasts of India, by Sanderson ... 7.50
A Marriage in China, by Mrs. A. Little 1.20
A Manual of Bee-Keeping, by Hunter ... 2.00
The Horse, by Procter ... 2.00
The Gun and its Development, by Greener ... 5.25
Tom Sawyer, Detective, by Mark Twain 2.00
Ferns, British and Foreign, by Smith ... 3.00
Ardath, by Marie Corelli ... 1.20
Sentimental Tommy, by J. M. Barrie 1.20
Life of Her Majesty Queen Victoria, by Barnett Smith ... 2.50
Every Girl's Book of Sport, Occupation, and Pastime
Motive Power and Gearing for Electrical Machinery, by Carter ... 7.50
New Stock, TENNIS SHOES and HOUSE SLIPPERS.
QUEEN'S ROAD, Under HONGKONG HOTEL. [24


## BANKS.


HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL ... $10,000,000
RESERVE FUND ... $ 6,500,000
RESERVE LIABILITY OF PROP'TORS $10,000,000
COURT OF DIRECTORS:
ST. C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BELL-IRVING—Deputy Chairman.
C. Beurmann, Esq. | A. J. Raymond, Esq.
G. D. Böning, Esq. | R. L. Richardson, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
R. M. Gray, Esq. | R. Shewan, Esq.
A. McConachie, Esq. | N. A. Siebs, Esq.
CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON, Chief Manager.
Hongkong, 27th February, 1897. [12

THE NATIONAL BANK OF CHINA LIMITED.
AUTHORIZED CAPITAL ... £1,000,000.
SUBSCRIBED ... £ 500,000.
HEAD OFFICE—HONGKONG.
COURT OF DIRECTORS.
D. Gillies, Esq. | Chow Tung Shang, Esq.
R. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 Months Fixed ... 5 %
Hongkong, 17th November, 1893 [14

THE MERCANTILE BANK OF INDIA LIMITED.
AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... £1,125,000
PAID UP ... £ 562,500
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.
ON FIXED DEPOSITS:—
For 12 months ... 4 %
" 6 " ... 3½%
" 3 " ... 2½%
J. THURBURN, Manager, Hongkong.
Hongkong, 15th February, 1897. [15

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 1st August, 1895. [13

THE CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE, LONDON.
CAPITAL PAID-UP ... £800,000
RESERVE LIABILITY OF SHAREHOLDERS ... £800,000
RESERVE FUND ... £350,000
INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.
On Fixed Deposits for 12 months ... 4 per cent.
" " 6 " ... 3½ "
" " 3 " ... 2½ "
T. H. WHITEHEAD, Manager, Hongkong.
Hongkong, 16th September, 1895. [16


## TO LET


TO LET.
"MACOMBER," near the L.R.C.
Apply to LINSTEAD & DAVIS.
Hongkong, 31st October, 1896. [50

TO BE LET FURNISHED FOR THE SUMMER MONTHS.
STONEHENGE, ROBINSON ROAD.
Apply to Captain GORDON, R.A.
Hongkong, 2nd March, 1897. [569

TO LET.
DWELLING HOUSES—
HOUSES in RIPON TERRACE.
GODOWNS in BLUE BUILDINGS.
"HARFORD," at MAGAZINE GAP.
"THE KENNELS," at MAGAZINE GAP.
FLOORS in BLUE BUILDINGS.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 19th February, 1897. [48

TO LET.
HOUSE of 4 ROOMS, &c., to LET Furnished or Unfurnished. Immediate Possession.
1, POKFULAM ROAD, West Point.
Hongkong, 27th February, 1897. [539

TO BE LET.
NO. 4, RICHMOND TERRACE, 4 rooms. Moderate Rental.
No. 1, WILD DELL BUILDINGS; 3 rooms; $15 a month and taxes.
STABLES at KOWLOON, nearing completion.
Apply to HUMPHREYS ESTATE & FINANCE CO., LIMITED.
Hongkong, 17th February, 1897. [76

TO LET.
IDLEWILD, Seymour Road, and WESTBOURNE VILLA North, Bonham Road.
Apply to LINSTEAD & DAVIS.
Hongkong, 16th February, 1897. [319

TO LET.
"FOREST LODGE," No. 33, CAINE ROAD.
DAVID SASSOON, SONS & CO.
Hongkong, 3rd March, 1897. [51

TO LET UNFURNISHED.
A LARGE ROOM, with a Good VERANDAH, situated on the Lower Level. Suitable for a Gentleman.
Apply to "S.B." Care of Office of this Paper.
Hongkong, 4th March, 1897. [586

PRIVATE BOARD AND RESIDENCE
Mrs. GILLANDERS, GLENEALY BUILDINGS.
Hongkong, 9th January, 1896. [146

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER, 2, Pedder's Hill.
Hongkong, 1st January, 1892.


## FOR SALE


RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal).
LAUTS, WEGENER & CO., Sole Agents.
Hongkong, 17th May, 1895. [1296

FOR SALE.
CHAS. HEIDSIECK'S CHAMPAGNE, 1889, WHITE SEAL.
$30 ... per case of 1 dozen quarts.
$32 ... per case of 2 dozen pints.
ED. KRESSMANN & CO.'S RED AND WHITE BORDEAUX WINES.
C. G. HIBBERT & CO.'S BOTTLED ALE & STOUT
MAINZER BEER.
SIEMSSEN & CO.
Hongkong, 1st February, 1896. [36

FOR SALE.
GRAHAM'S CELEBRATED 5 CROWNS PORT.
A LIGHT WINE, specially SUITABLE for Tropical Climates. This Wine has an enormous sale in India.
$21 per case of one Dozen.
Apply to G. C. ANDERSON, Sole Agent, 13, Praya Central.
Hongkong, 8th February, 1897. [382

TO SHIPMASTERS
ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.
We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.
CALL FLAG W.
J. W. KEW & CO., STEAM WATER BOAT COMPANY.
Hongkong, 9th October, 1895. [2826

DAVID CORSAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX } CANVAS
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO., Sole Agents.
2895]

MITSUI BUSSAN KAISHA
No. 8, QUEEN'S ROAD, CENTRAL.
Head Office:—TOKIO.
Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG, and all Ports in JAPAN.
AGENCIES:—
Miike Coal Mines.
Ohnoura Coal Mines.
Kanada Coal Mines.
The Miike Cotton Spinning Mill, Ld.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills.
Cotton Cleaning and Working Co., Shanghai.
Onoda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.
Hongkong 12th December, 1896. [2485

永 南
WING NAM & CO.,
JEWELLERY and Best MANILA CIGARS
No. 96, QUEEN'S ROAD CENTRAL.
Hongkong, 15th February, 1897. [454

BOMBAY BURMAH TRADING CORPORATION, LIMITED.
BANGKOK AND RANGOON.
TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.
PINKADOE RAILWAY SLEEPERS for all GAUGES.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1895. [2484

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP DEALER,
No. 3, WOODLAND TERRACE, HONGKONG,
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.
Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED,
Liberal Discount Allowed. [2719

WILLIAM LYSAUGHT & SONS.
WANCHAI MACHINERY GODOWNS AND ENGINEERING ESTABLISHMENT.
1 to 8, Cross Lane, Wanchai.
A LARGE STOCK OF MACHINERY, by the best English makers, always on hand, such as Steam Steering Gear, Steam Winches, Steam Capstans, Steam Pumps, Steam Donkey Pumps, Hydraulic Presses, Sugar Mills, Marine Boilers and Engines, Stationary Boilers and Driving Engines, Steel Boiler Plates, Pig Iron, etc., etc.
We are now prepared to execute orders for the building or repairing of all kinds of machinery with quick despatch and good workmanship. Enquiries solicited for any of the above or the complete plant of any kind of machinery.
W. LYSAUGHT, 139, Wanchai Road.
Hongkong, 20th January, 1897. [2889

1897. 1897. 1897.
NOW READY
MAIL TABLES.
THE Card published at the *Daily Press* Office Contains:—
English Mails, homeward and outward
French " "
German " "
Canadian " "
Parcel Post
Calendar for 1897.
That is, more information than is given on one printed in London for which fifty cents is charged. The price of the locally printed correct card is 20 cents on paper, 30 cents on cardboard. Supplied only for cash. [517

MRS. STOCKHAUSEN
DRAPER, MILLINER, DRESS AND MANTLE MAKER,
28, QUEEN'S ROAD CENTRAL.
LATEST NOVELTIES FROM LONDON and PARIS.
Hongkong, 3rd September, 1896. [100

AMERICAN SYSTEM OF DENTISTRY
AT 62, QUEEN'S ROAD CENTRAL.
CHADWICK KEW, (LATE OF POATE & NOBLE).
Hongkong, 6th March, 1896. [2858

JAPAN FINE ART CURIOS
KUHN & KOMOR,
HONGKONG; YOKOHAMA; KOBE. [2352

WORTH A GUINEA A BOX.
BEECHAM'S PILLS
FOR ALL BILIOUS AND NERVOUS DISORDERS
ANNUAL SALE SIX MILLION BOXES.
The 1s. 1½d. Box contains 56 Pills.
Price 50 Cents.
Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, ENGLAND.
SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:— WATKINS & CO.,
431 66, Queen's Road Central, Hongkong.


## COMMERCIAL.

CLOSING QUOTATIONS.

THURSDAY, 4th March.

EXCHANGE

ON LONDON.—
Telegraphic Transfer ... 2/0⅜
Bank Bills, on demand ... 2/0½
Bank Bills, at 30 days' sight ... 2/0¾
Bank Bills, at 4 months' sight ... 2/0⅞
Credits, at 4 months' sight ... 2/1
Documentary Bills, 4 months' sight 2/1⅛

ON PARIS.—
Bank Bills, on demand ... 2.59
Credits, at 4 months' sight ... 2.63

ON GERMANY.—
On demand ... 2.10

ON NEW YORK.—
Bank Bills, on demand ... 50½
Credits, 60 days' sight ... 51¼

ON BOMBAY.—
Telegraphic Transfer ... 163½
Bank, on demand ... 164

ON CALCUTTA.—
Telegraphic Transfer ... 163½
Bank, on demand ... 164

ON SHANGHAI.—
Bank, at sight ... 72½
Private, 30 days' sight ... 73

ON YOKOHAMA.—
On demand ... ½% pm.

ON MANILA.—
On demand ... 8% pm.

ON SINGAPORE.—
On demand ... 1% pm.

SOVEREIGNS, Bank's Buying Rate ... 9.58
GOLD LEAF, 100 fine, per tael ... 49.60

JOINT STOCK SHARES.

| COMPANY. | PAID UP. | QUOTATIONS. |
|---|---|---|
| Banks— | | |
| Hongkong & S'hai ... | $125 | 174 % prem. = $342.50, buyers |
| China & Japan, prf. | £5 | nominal |
| Do. ordinary | £2 | nominal |
| Do. deferred | £1 | £5, buyers |
| Natl. Bank of China B. Shares ... | £8 | $25½, ex div. sellers |
| Foun. Shares ... | £1 | $100, sellers |
| Bell's Asbestos E. A. ... | £1 | $9, sellers |
| Brown & Co., H. G. ... | $50 | (in liquidation). |
| Campbell, Moore & Co. | $10 | $7, buyers |
| Carmichael & Co. ... | $20 | $8 |
| China Sugar ... | $100 | $149, sales |
| Dakin, Cruicks'k & Co. | $5 | (in liquidation). |
| Dairy Farm Co. ... | $5 | $5, nominal |
| Fenwick & Co., Geo. ... | $25 | $33, buyers |
| Green Island Cement ... | $10 | $22, buyers |
| H. & C. Bakery ... | $50 | $30 |
| Hongkong & C. Gas ... | £10 | $110, buyers |
| Hongkong Electric ... | $8 | $8, sales |
| H. H. L. Tramways ... | $100 | $95, buyers |
| Hongkong Hotel ... | $50 | $37, sellers |
| Hongkong Ice ... | $25 | $103, sales |
| H. & K. Wharf & G. ... | $50 | $58, sales & buyers |
| Hongkong Rope ... | $50 | $162, buyers |
| H. & W. Dock ... | $125 | 249 p. ct. prem. = $436.25, sellers |
| Insurances— | | |
| Canton ... | $50 | $185, buyers |
| China Fire ... | $20 | $103½, sellers |
| China Traders' ... | $25 | $79½ |
| Hongkong Fire ... | $50 | $370, sales |
| North-China ... | £25 | Tls. 195, sellers |
| Straits ... | $20 | $28½, sellers |
| Union ... | $50 | $235, sales |
| Yangtsze ... | $60 | $160, sal. & buyers |
| Land and Building— | | |
| H. Land Investment ... | $50 | $77, sales |
| Humphreys Estate ... | $10 | $8.75, sales |
| Kowloon Land & B. | $30 | $15, buyers |
| West Point Building | $40 | $20, sellers |
| Luzon Sugar ... | $100 | $48, sellers |
| Mining— | | |
| Charbonnages ... | Fcs. 500 | $75, sales |
| Jelebu ... | $5 | $2.50, sales & sellers |
| New Balmoral ... | $1 | $1.50 |
| Do. Preference ... | $1 | $2, sales |
| Oliver's Mines, A. ... | $5 | $7, sales |
| Do. B. ... | $2½ | $2½, sales |
| Punjom ... | $4 | $8, sales & buyers |
| Do. (Preference) ... | $1 | $2.75, sales |
| Raubs ... | 13s. 10d. | $12, buyers |
| Steamship Coys.— | | |
| China and Manila ... | $50 | $70, sales & buyers |
| China Mutual Ord. | £5 | £2 10s. sales |
| Do. Pref. | £10 | £6 |
| Douglas S. S. Co. ... | $50 | $61 |
| H., Canton and M. ... | $15 | $35½, sales & sellers |
| Indo-China S. N. ... | £10 | $47, sales & buyers |
| Wanchai Wareh'se Co. | $37½ | $43 |
| Watson & Co., A. S. ... | $10 | $12½, sales & sellers |

J. Y. V. VERNON, Broker.

OPIUM.

with all'nnce Allowance.

New Malwa (this year's) ... $750 ½ to 3 catties
New Malwa (last year's) ... $780 0 to 2½ "
Malwa (older) ... $800 0 to 2½
New Patna ... $695 ; Old Patna ... $667½
New Benares ... $617½ ; Old Benares ... $705
Persian, Oily ... $480 to $505
Persian, Paper-wrapped ... $490 to $575
Sales:—80 chests Patna and 30 chests Benares.

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 3rd MARCH, AT 4 P.M.

| STATION. | Barometer red. to sea level and 32° Fahr. | Temperature. | Humidity. | Wind Direction. | Wind Force. | Weather. | Rain last 24 hours |
|---|---|---|---|---|---|---|---|
| Wladivostock ... | 29.82 | 14 | — | ESE | 2 | o | ... |
| Tokyo ... | 30.18 | — | — | — | 0 | — | ... |
| Kochi ... | 30.15 | — | — | — | 0 | — | ... |
| Nagasaki ... | 30.15 | — | — | SW | 2 | — | ... |
| Kagoshima ... | 30.15 | — | — | E | 2 | — | ... |
| Shanghai ... | 30.03 | 46 | 69 | NE | 2 | c | ... |
| Sharp Peak ... | 30.09 | 47 | 88 | E | 5 | o | ... |
| Amoy ... | 30.04 | 57 | 87 | E | 3 | o | ... |
| Swatow ... | 30.00 | 70 | — | ESE | 3 | o | ... |
| Canton ... | 30.06 | 55 | 94 | NNW | 1 | o | ... |
| Hongkong ... | 30.01 | 60 | 75 | E | 1 | o | ... |
| Victoria Peak | — | — | — | E | 2 | o | ... |
| Gap Rock ... | 30.01 | — | — | NNE | 3 | — | ... |
| Macao ... | — | — | — | — | — | — | ... |
| Haiphong ... | 30.02 | 63 | 97 | NE | 1 | o | ... |
| Bolinao ... | 29.85 | 84 | 75 | NW | 2 | b | ... |
| Manila ... | 29.88 | 86 | 65 | W | 2 | c | ... |
| Cape S. James | — | — | — | NE | 3 | b | ... |
| 4th MARCH, AT 10 A.M. | | | | | | | |
| Wladivostock ... | 29.09 | 20 | 60 | N | 2 | c | ... |
| Tokyo ... | 30.22 | — | — | N | 2 | — | ... |
| Kochi ... | 30.19 | — | — | — | 0 | — | ... |
| Nagasaki ... | 30.11 | — | — | — | 0 | — | ... |
| Kagoshima ... | 30.07 | — | — | NE | 4 | — | ... |
| Shanghai ... | 30.09 | 44 | 92 | ENE | 3 | m | ... |
| Sharp Peak ... | 30.13 | 59 | 90 | — | 0 | o | ... |
| Amoy ... | 30.08 | 64 | 94 | SE | 2 | o | ... |
| Swatow ... | 30.12 | 61 | — | — | 0 | o | ... |
| Canton ... | 30.14 | 53 | 93 | NNW | 1 | o | ... |
| Hongkong ... | 30.11 | 60 | 83 | — | 0 | o | ... |
| Victoria Peak | — | — | — | E | 1 | — | ... |
| Gap Rock ... | 30.08 | — | — | ENE | 2 | — | ... |
| Macao ... | — | — | — | — | — | — | ... |
| Haiphong ... | 30.05 | 60 | 85 | SE | 1 | of | ... |
| Bolinao ... | 29.94 | 82 | 71 | SE | 2 | b | ... |
| Manila ... | 29.96 | 81 | 69 | WSW | 2 | b | ... |
| Cape S. James | — | — | — | NE | 7 | m | ... |

On the 4th at 11.35 a.m. The barometer has risen in the extreme North, fallen in Japan and on the E. coast of China. Gradients remain slight. Forecast:—Light or moderate NE. and N. winds; cloudy, some drizzling rain or mist.

HONGKONG REGISTER

| | Previous day 4 p.m. | On date at 10 a.m. | On date at 4 p.m. |
|---|---|---|---|
| Barometer | 30.01 | 30.11 | 30.04 |
| Temperature | 60 | 60 | 62 |
| Humidity | 75 | 83 | 81 |
| Direction of wind | E | — | WSW |
| Force | 1 | 0 | 1 |
| Weather | o | o | o |
| Rain | ... | ... | ... |

Highest open air temperature on the 3rd ... 61
Lowest open air temperature on the 3rd ... 55
1—BAROMETER reduced to 32 degrees Fahr. at sealevel.
2—TEMPERATURE in the shade in degrees Fahrenheit.
3—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4—DIRECTION OF THE WIND to two points.
5—FORCE OF THE WIND according to Beaufort Scale.
6—STATE OF THE WEATHER: b, blue sky; c, detached clouds; d, drizzling rain; f, fog; g, gloomy; h, hail; l, lightning; o, overcast; p, passing showers; q, squally; r, rain; s, snow; t, thunder; v, visibility; w, dew (wet).

F. G. FIGG, First Assistant.
Hongkong Observatory, 4th March, 1897.

MESSRS. FALCONER & CO.'S REGISTER, 4th Mar.
Barometer 9 A.M. .. 30.00 Therm. 9 A.M. (Wet bulb) 58
Barometer 1 P.M. .. 29.96 Therm. 1 P.M. (Wet bulb) 60
Barometer 4 P.M. .. 29.95 Therm. 4 P.M. (Wet bulb) 60
Thermom. 9 A.M. .. 60 Therm. Maximum ... 63
Thermom. 1 P.M. .. 63 Therm. Minimum (overnight) ... 59
Thermom. 4 P.M. .. 63

*HONGKONG TIDE-TABLE.*

5th to 11th March.

| Day of Week. | Day of Month. | High Water: Hongkong Mean Time. | High Water: Height. | Low Water: Hongkong Mean Time. | Low Water: Height. |
|---|---|---|---|---|---|
| Fri. | 5 | [illegible] | [illegible] | [illegible] | [illegible] |
| Sat. | 6 | [illegible] | [illegible] | [illegible] | [illegible] |
| Sun. | 7 | [illegible] | [illegible] | [illegible] | [illegible] |
| Mon. | 8 | [illegible] | [illegible] | [illegible] | [illegible] |
| Tues. | 9 | [illegible] | [illegible] | [illegible] | [illegible] |
| Wed. | 10 | [illegible] | [illegible] | [illegible] | [illegible] |
| Thurs. | 11 | [illegible] | [illegible] | [illegible] | [illegible] |

The height of mean sea-level has been determined, from the tidal observations of 1887 and 1888, as 6.87 feet above zero of the tide-gauge at the Kowloon Tidal Observatory; and the Lower-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.87 feet above zero. The heights in the Tables marked with a minus sign (—) are below Lower-water Ordinary Spring-Tides, and should be subtracted from the constant given above.

## VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Rossetta*, with the English mail of the 5th ultimo, left Singapore on Tuesday, the 2nd instant, at 2 p.m. and may be expected here on or about Sunday, the 7th instant, at 8 a.m. This Packet brings replies to letters despatched from Hongkong on 31st December, 1896.

THE AMERICAN MAIL.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port, via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 13th ultimo.

The O. & O. steamer *Doric*, with mails, &c., left San Francisco for this port via Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai on the 23rd ultimo.

THE CANADIAN MAIL.

The C. P. steamer *Empress of China* sailed from Vancouver for Yokohama on Monday afternoon, the 1st instant.

THE GERMAN MAIL.

The N. D. L. steamer *Sachsen*, carrying the German mails with dates from Berlin of the 8th ultimo, left Colombo on Friday, the 26th ultimo, and may be expected here on or about Wednesday, the 10th instant.

MERCHANT STEAMERS.

The N. P. steamer *Tacoma* left Yokohama (from Tacoma, Wash.) for Hongkong via ports on the 22nd ultimo.

The N. P. steamer *Victoria* left Yokohama on Saturday, the 27th ultimo, for this port via usual ports of call.

The C. M. steamer *Oanfa*, from Glasgow and Liverpool, passed the Canal on the 17th ultimo, and may be considered due at Singapore on or about the 8th instant.

The D. D. R. steamer *Aglaia*, from Hamburg, left Singapore on Tuesday, the 2nd instant, and may be expected here on or about the 8th instant.

The O. S. S. Co.'s steamer *Menelaus*, from Liverpool, left Singapore on the 4th instant and may be expected here on or about the 9th instant.

The C. M. steamer *Kintuck*, from Glasgow and Liverpool, passed the Canal on the 1st instant, and may be considered due at Singapore on or about the 22nd instant.

The Rickmers' steamer *Ellen Rickmers*, from Middlesbro', Antwerp, and Hamburg, passed the Canal on the 22nd ultimo, and may be considered due here on or about the 22nd instant.

The N. P. steamer *Olympia* sailed from Tacoma on the 26th ultimo for Hongkong via Japan.

The P. & O. steamer *Brindisi* left Bombay for this port on the 26th ultimo.

The steamer *Suisang*, from Calcutta and Straits, left Singapore for this port on Saturday, the 27th ultimo.

PASSED THE CANAL.

OUTWARD—22nd January—*Palawan, Aga*. 26th Jan.—*Agamemnon, Deike Rickmers, Normandie*. 29th Jan.—*Melpomene, Oceana, Keelong, St. Andrews*. 2nd February.—*Cyrus, Dordogne*. 5th February—*Hector, Kanagawa Maru*. 9th February—*Glenavon, Helen Rickmers*. 12th February—*Anapa, Guadalquiver*. 16th February—*Benlarig, Erato, St. Giles, St. Jerome*. 19th February—*Hertha, Japan, Asloun, Salazie, Ceres*. 23rd Feb.—*Ellen Rickmers, Tosa Maru*. 26th February—*Anping, Pathan, Sophie Rickmers, Tancue*. 2nd March—*Glenshire, Gisela, Benedick, Orestes, Merionethshire, Teucer, Cangtse*.

HOMEWARD—26th February—*Paoling, Prinz Heinrich, Sydney*. 2nd March—*Frigga, Marquis Bacquehem*.

## POST-OFFICE NOTICES.

The Postal Guide for 1896, revised to date will be found in the *Chronicle and Directory*, P. XIX. This is the only authorised complete Summary of Postal information published in Hongkong.

A MAIL WILL CLOSE.

For Bangkok.—Per *Kong Beng*, to-day, the 5th instant, at 9.30 A.M.

For Bangkok.—Per *Chow Tai*, to-day, the 5th instant, at 11.30 A.M.

For Singapore, Penang and Bombay.—Per *Lotimbro*, to-day, the 5th inst., at 11.30 A.M.

For Shanghai.—Per *Swatow*, to-day, the 5th instant, at 3.30 P.M.

For Singapore.—Per *Ningchow*, to-day, the 5th instant, at 4.30 P.M.

For Amoy and Manila.—Per *Esmeralda*, to-morrow, the 6th instant, at 11.30 A.M.

For Amoy and Tamsui.—Per *Raimun*, to-morrow, the 6th instant, at 11.30 A.M.

For Singapore and Mauritius.—Per *Propontis*, to-morrow, the 6th instant, at 1.30 P.M.

For Singapore, Penang, and Calcutta.—Per *Catherine Apcar*, to-morrow, the 6th instant, at 2.00 P.M.

For Singapore.—Per *Kriemhild*, to-morrow, the 6th instant, at 4.30 P.M.

For Swatow and Amoy.—Per *Siam*, to-morrow, the 6th instant, at 5.00 P.M.

For Swatow and Chinkiang.—Per *Tamsui*, to-morrow, the 6th instant, at 5.00 P.M.

For Shanghai.—Per *Wuhu*, to-morrow, the 6th instant, at 5.00 P.M.

For Singapore.—Per *Canton*, on Monday, the 8th inst., at 11.30 A.M.

For Shanghai, Kobe, Yokohama, Victoria, B.C. and Tacoma.—Per *Tacoma*, on Tuesday, the 9th inst., at 11.30 A.M.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Rohilla* will be despatched on THURSDAY, the 11th instant, with Mails for the United Kingdom, Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

8.00 A.M.—Posting of Prices Current and Circulars ceases.
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of newspapers, books, and patterns ceases.
11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M., after which hour they may be sent on board with the same late fee.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Gaelic*, will be despatched on SATURDAY, the 13th inst., with mails for Shanghai, Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

10 A.M. Registry ceases.
11 A.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE CANADIAN PACKET.

The Canadian Mail Packet *Empress of Japan* will be despatched on WEDNESDAY, the 17th instant, with Mails for Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C., which will be closed as follows:—

10.00 A.M. Registry ceases.
11.00 A.M. Post Office closes, but correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Oceanien* will be despatched on WEDNESDAY, the 17th instant, with Mails to the United Kingdom, Europe, and places beyond, *via Marseilles*, to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

8.00 A.M.—Posting of Prices Current and Circulars ceases.
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of newspapers, books, and patterns ceases.
11.00 A.M.—Mail closes.
may be posted on board the Packet with the Late Fee of 10 cents extra postage until the time of departure.


NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
CATHERINE APCAR, Brit. str., Olifent—D. Sassoon, Sons & Co.
CHUSAN, Ger. str., Andressen—Siemssen & Co.
DONAR, German str., Grundmann—Lauts, Wegener & Co.
HENRY FAILING, Amer. ship, Merriman—Order.
SWATOW, Ger. str., Jespersen—Siemssen & Co.

## NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANDIA,"

FROM ANTWERP, LONDON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—
From Madras ex s.s. *Cavaria*.

Optional goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-MORROW.

Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 27th February, 1897. [1

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"OOLONG"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the offices of the undersigned before Noon on the 5th March, or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on FRIDAY, the 5th March, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th March will be subject to rent.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & CO., Agents.

Hongkong, 26th February, 1897. [536

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"GLAUCUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 1st March.

Goods undelivered after the 8th March will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 4 P.M. on the 9th March.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th February, 1897. [534

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex "Tigre," Havre ex "Tigre," and Bordeaux ex "Frederic Morel," "President Leroy Lallier," and "Verbeckmoes," in connection with the above steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 8 A.M. to-day, the 1st March, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 6th inst., will be subject to rent and landing charges.

All Claims must be sent in to me on or before SATURDAY, the 6th inst., or they will not be recognized.

All Damaged Packages will be examined on SATURDAY, the 6th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 1st March, 1897. [2

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"LETIMBRO"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Wanchai, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 7th instant, or they will not be recognised.

No Fire Insurance has been effected and any goods remaining in the Godowns after the 6th instant will be subject to rent.

Bills of Lading to be countersigned by

CARLOWITZ & CO., Agents.

Hongkong, 1st March, 1897. [6

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON,"

FROM LONDON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—
From Italy ex s.s. "Sullej."
From Madras ex s.s. "Sirsa."

Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. on 3rd inst.

Goods not cleared by the 8th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 2nd March, 1897. [1

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

FROM LONDON AND SINGAPORE.

THE Steamship

"KEE LUNG"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 8th instant or they will not be recognised.

No Fire Insurance has been effected and any Goods remaining in the Godowns after the 8th instant will be subject to rent.

Bills of Lading will be countersigned by

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd March, 1897. [561

## NOTICE TO CONSIGNEES

FROM SEATTLE, WASHINGTON, VIA YOKOHAMA, KOBE, AND NAGASAKI.

THE Company's Steamship

"TENSHIN MARU"

having arrived from above ports, Consignees of Cargo are requested to take IMMEDIATE delivery of their goods ex-ship or from alongside. Any cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

Bills of Lading will be countersigned by the NIPPON YUSEN KAISHA.

Hongkong 3rd March, 1897. [585

## VESSELS ON THE BERTH.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, AND BOMBAY,

having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA, and MALAGA.

THE Steamship

"LETIMBRO,"

Captain Belsito, will be despatched as above TO-DAY, the 5th inst., at NOON.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 2nd March, 1897. [6

FOR SHANGHAI.

THE Steamship

"SWATOW,"

Captain P. Jespersen, will be despatched for the above port TO-DAY, the 5th instant, at 4 P.M.

For Freight, apply to

SIEMSSEN & CO.

Hongkong, 3rd March, 1897. [582

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

FOR LONDON, VIA STRAITS, AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"NINGCHOW,"

H. Willis Jones, Commander, will be despatched as above TO-DAY, the 5th inst., at 5 P.M., instead of as previously advertised.

For Freight or Passage, apply to

HOLLIDAY, WISE & CO., Agents.

Hongkong, 1st March, 1897. [542

FOR KOBE DIRECT.

THE Steamship

"TOYO MARU,"

Captain Hayashi, will leave for the above port at Noon, TO-DAY, the 5th March.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 26th February, 1897. [530

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain Taylor, will be despatched for the above port TO-MORROW, the 6th instant, at NOON, instead of as previously advertised.

This steamer has superior accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 3rd March, 1897. [583

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Bathurst, will be despatched for the above Ports TO-MORROW, the 6th instant, at NOON.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 3rd March, 1897. [584

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. Olifent, will be despatched for the above ports TO-MORROW, the 6th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO., Agents.

Hongkong, 1st March, 1897. [519

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Calling at Naples for landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship

"KRIEMHILD,"

Captain Biermann, will be despatched for the above ports TO-MORROW, the 6th inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSSEN & CO., Agents.

Hongkong, 1st March, 1897. [565

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND CHINKIANG.

THE Company's Steamship

"TAMSUI,"

Captain Vaughan, will be despatched as above on SUNDAY, the 7th inst., at DAYLIGHT.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th March, 1897. [552

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI DIRECT.

THE Company's Steamship

"WUHU,"

Captain Benson, will be despatched as above on SUNDAY, the 7th inst., at DAYLIGHT.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th March, 1897. [551

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on SUNDAY, the 7th inst., at DAYLIGHT.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th March, 1897. [522

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"SHANTUNG,"

Captain Frampton, will be despatched as above on MONDAY, the 8th March.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th February, 1897. [541

## VESSELS ADVERTISED AS LOADING.

| DESTINATION. | VESSEL'S NAME. | FLAG & RIG. | CAPTAIN. | FOR FREIGHT APPLY TO | TO BE DESPATCHED. |
|---|---|---|---|---|---|
| LONDON, &c. | Rohilla | Brit. str. | Cole | P. & O. S. N. Co. | On 11th inst., at Noon. |
| LONDON | Canton | Brit. str. | Cabitt, R.N.R. | P. & O. S. N. Co. | On 8th inst., at Noon. |
| LONDON | Java | Brit. str. | Chellew, R.N.R. | P. & O. S. N. Co. | On or about 18th inst. |
| LONDON VIA SUEZ CANAL | Diomed | Brit. str. | Bartlet | Butterfield & Swire | On 8th inst. |
| LONDON VIA STRAITS, &c. | Ningchow | Brit. str. | Jones | Holliday, Wise & Co. | To-day, at 5 P.M. |
| HAVRE, LONDON & HAMBURG | Nerite | Brit. str. | Daniel | Arnhold, Karberg & Co. | On 10th inst. |
| BREMEN VIA PORTS OF CALL | Sachsen | Ger. str. | | Melchers & Co. | On 30th inst., at 9 A.M. |
| BREMEN & HAMBURG | Helen Rickmers | Ger. str. | Rebbellmund | Arnhold, Karberg & Co. | On 18th inst. |
| MARSEILLES VIA SAIGON, &c. | Oceanien | Fren. str. | Schmitz | Messageries Maritimes | On 17th inst., at Noon. |
| VANCOUVER, v. SHANGHAI, &c. | Empress of Japan | Brit. str. | Pybus, R.N.R. | Canadian Pacific R. Co. | On 17th inst., at Noon. |
| VICTORIA, B.C., &c., v. Y'HAMA | Tacoma | Brit. str. | | Dodwell, Carlill & Co. | On 9th inst., at Noon. |
| VICTORIA, B.C., &c., v. Y'HAMA | Chittagong | Brit. str. | | Shewan, Tomes & Co. | On 20th inst. |
| SAN FRANCISCO VIA SHANGHAI | Gaelic | Brit. str. | | O. & O. S. S. Co. | On 13th inst., at Noon. |
| SAN FRANCISCO VIA SHANGHAI | City of Peking | Amer. str. | | P. M. S. S. Co. | On 23rd inst., at Noon. |
| SAN FRANCISCO | Falls of Dee | Brit. sh. | Lock | Shewan, Tomes & Co. | Quick despatch. |
| SAN FRANCISCO | Coloma | Amer. bk. | Noyes | Shewan, Tomes & Co. | Quick despatch. |
| NEW YORK VIA SUEZ CANAL | Strathleven | Brit. str. | | Dodwell, Carlill & Co. | On 15th inst. |
| SEATTLE, W'INGTON, v. MOJI, &c. | Tenshin Maru | Jap. str. | Andersen | Nippon Yusen Kaisha | On 10th inst., at 4 P.M. |
| SYDNEY, MELBOURNE, &c. | Tokio Maru | Jap. str. | Barstow | Nippon Yusen Kaisha | On 26th inst., at 4 P.M. |
| SYDNEY, MELBOURNE, &c. | Taiyuan | Brit. str. | Nelson | Butterfield & Swire | On 12th inst., at 3 P.M. |
| STRAITS & BOMBAY | Letimbro | Ita. str. | Belsito | Carlowitz & Co. | To-day, at Noon. |
| STRAITS & CALCUTTA | Catherine Apcar | Brit. str. | Olifent | David Sassoon, Sons & Co. | To-morrow, at 3 P.M. |
| SINGAPORE, HAVRE & HAMBURG | Kriemhild | Ger. str. | Biermann | Siemssen & Co. | To-morrow, at 5 P.M. |
| SAMARANG & SOURABAYA | Shantung | Brit. str. | Frampton | Butterfield & Swire | On 8th inst. |
| VLADIVOSTOCK VIA S'HAI, &c. | Sendai Maru | Jap. str. | Olsen | Nippon Yusen Kaisha | On 12th inst., at 4 P.M. |
| Y'HAMA VIA NAGASAKI & KOBE | Ancona | Brit. str. | Mudie | P. & O. S. N. Co. | On 12th inst., at Noon. |
| Y'HAMA v. S'HAI, N'SAKI, & KOBE | Japan | Brit. str. | Leigh | P. & O. S. N. Co. | About 20th inst. |
| YOKOHAMA & KOBE | Tsinan | Brit. str. | Ramsay | Butterfield & Swire | On 16th inst. |
| YOKOHAMA DIRECT | Taiwan Maru | Jap. str. | | Dodwell, Carlill & Co. | On or about 16th inst. |
| KOBE DIRECT | Toyo Maru | Jap. str. | Hayashi | Dodwell, Carlill & Co. | To-day, at Noon. |
| KOBE DIRECT | Kioto Maru | Jap. str. | | Dodwell, Carlill & Co. | On or about 12th inst. |
| SHANGHAI | Rosetta | Brit. str. | Tillard | P. & O. S. N. Co. | About 7th inst. |
| SHANGHAI | Swatow | Ger. str. | Jespersen | Siemssen & Co. | To-day, at 4 P.M. |
| SHANGHAI DIRECT | Wuhu | Brit. str. | Benson | Butterfield & Swire | On 7th inst., Daylight. |
| SWATOW AND TIENTSIN | Nanchang | Brit. str. | Finlayson | Butterfield & Swire | On 7th inst., Daylight. |
| AMOY & TAMSUI | Haimun | Brit. str. | Bathurst | Douglas Lapraik & Co. | To-morrow, at Noon. |
| SWATOW & CHINKIANG | Tamsui | Brit. str. | Vaughan | Butterfield & Swire | On 7th inst., Daylight. |
| SWATOW, AMOY & FOOCHOW | Namoa | Brit. str. | Hall | Douglas Lapraik & Co. | On 7th inst., Daylight. |
| MANILA VIA AMOY | Esmeralda | Brit. str. | Taylor | Shewan, Tomes & Co. | To-morrow, at Noon. |

## CANADIAN PACIFIC RAILWAY COY.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. ........WEDNESDAY, 17th Mar., 1897
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. .......WEDNESDAY, 7th April, 1897
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 28th April, 1897

THE magnificent Steamships of the Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder Street.

Hongkong, 3rd March, 1897. [8

## PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL ON | REMARKS. |
|---|---|---|---|
| SHANGHAI | ROSETTA, F. N. Tillard | About 7th Mar. | Freight or Passage. |
| LONDON | CANTON, A. G. Cabitt, R.N.R. | Noon, 8th Mar. | Freight or Passage. |
| LONDON, &c. | ROHILLA, F. J. Cole | Noon, 11th Mar. | See Special Advertisement. |
| YOKOHAMA VIA N'SAKI & KOBE | ANCONA, W. D. Mudie | Noon, 12th Mar. | Freight or Passage. (Passing through the INLAND SEA.) |
| LONDON | JAVA, J. Chellew, R.N.R. | About 18th Mar. | Freight or Passage. |
| YOKOHAMA VIA S'HAI, NAGASAKI, & KOBE | JAPAN, T. Leigh | About 20th Mar. | Freight or Passage. (Passing through the INLAND SEA.) |

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 5th March, 1897. [1

## VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED,"

Captain Bartlett, will be despatched as above on MONDAY, the 8th March.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th February, 1897. [195

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

*VIA* INLAND SEA OF JAPAN.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

*Special rates allowed to members of Government Services.*

PROPOSED SAILINGS FROM HONGKONG.

*(Subject to Alteration).*

| | | | |
|---|---|---|---|
| TACOMA | 2,549 | Tuesday | Mar. 9. |
| VICTORIA | 3,167 | Tuesday | Mar. 23. |
| OLYMPIA | 2,608 | Tuesday | Apr. 13. |
| BRAEMAR | 3,601 | Tuesday | May. 4. |

THE Steamship

"TACOMA,"

Captain T. A. Whistler, R.N.R., sailing at NOON, on TUESDAY, the 9th March, will proceed to VICTORIA, B.C., and TACOMA, Wash., via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., General Agents.

Hongkong, 1st March, 1897. [0

FOR KOBE DIRECT.

THE Steamship

"KIOTO MARU"

will be despatched for the above port on or about the 12th March.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 4th March, 1897. [590

## VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on FRIDAY, the 12th March, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd February, 1897. [492

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"ROHILLA,"

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 11th MARCH, at Noon, taking Passengers and Cargo for the above Ports. This steamer also connects at Bombay with the s.s. *India* leaving that port on the 3rd April for London.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 26th February, 1897. [1

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

During the TEA SEASON the following DIRECT STEAMERS will load, commencing at FOOCHOW, viz.:

PONGOLA, 15th June and 1st Oct.
CONGELLA, 25th July and 5th Dec.

For freight and further particulars, apply to

DODWELL, CARLILL & Co., General Agents for China and Japan.

Hongkong, 1st February, 1897. [32

## VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE. (MONTHLY SERVICE.)

FOR SEATTLE, WASHINGTON, VIA MOJI, KOBE, YOKOHAMA, AND HONOLULU.

(Through Passenger Tickets and Bills of Lading issued for the principal Cities in the UNITED STATES, CANADA, and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

THE Company's Steamship

"TENSHIN MARU,"

Captain C. A. Andersen, will be despatched as above on WEDNESDAY, the 10th inst., at 4 P.M., instead of as previously advertised.

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE, and one Copy must be mailed by the steamer to the care of the Freight Agent, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 5th March, 1897. [538

"SHELL" LINE OF STEAMERS.

FOR HAVRE, LONDON, AND HAMBURG.

(Taking Cargo at through rates to COPENHAGEN, STOCKHOLM, NORRKOPING, GEFLE, DANTZIC and KONIGSBERG, with Transhipment in HAMBURG.)

THE Company's Steamship

"NERITE,"

Captain Daniel, will be despatched as above on WEDNESDAY, the 10th March.

For Freight, apply to

ARNHOLD, KARBERG & CO., Agents.

Hongkong, 22nd February, 1897. [502

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|---|---|
| GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) | SATURDAY, Mar. 13, 1897, at NOON. |
| DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) | THURSDAY, April 1, 1897, at NOON. |
| BELGIC (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) | THURSDAY, April 22, 1897, at NOON. |

THE Company's Steamship "GAELIC" will be dispatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 13th MARCH, 1897, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN Agent.

Hongkong, 25th February, 1897. [4

FOR YOKOHAMA DIRECT.

THE Steamship

"TAIWAN MARU"

will be despatched for the above port on or about the 16th March.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 4th March, 1897. [591

FOR SAN FRANCISCO.

THE American Bark

"COLOMA,"

Noyes, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & CO.

Hongkong, 11th February, 1897. [416

FOR SAN FRANCISCO.

THE 100 A.1. British Ship

"FALLS OF DEE,"

Lock, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & CO.

Hongkong, 4th February, 1897. [363

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON WEDNESDAY, the 17th inst., at NOON, the Company's Steamship "OCEANIEN," Captain Schmitz, with Mails, Passengers, Specie, and Cargo, will leave this Port for MARSEILLES via Ports of call—WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 16th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th March, 1897. [2

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|---|---|
| CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) | TUESDAY, Mar. 23, 1897, at NOON. |
| CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) | TUESDAY, April 13, 1897, at NOON. |
| PERU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) | SATURDAY, May 1, 1897, at NOON. |

THE U.S. Mail Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on TUESDAY, the 23rd March, 1897, at NOON, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 3rd March, 1897. [4

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(UNDER MAIL CONTRACT.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TOKIO MARU,"

Captain E. S. Barstow, will be despatched as above on FRIDAY, the 26th March, at 4 P.M.

This steamer possesses Superior Passenger Accommodation and carries a duly qualified Doctor and a Stewardess.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 23rd February, 1897. [448

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

| | | |
|---|---|---|
| SACHSEN | Tuesday | 30th Mar. |
| BAYERN | Tuesday | 27th April |
| PRINZ HEINRICH | Tuesday | 25th May. |

ON TUESDAY, the 30th day of March, 1897, at 9 A.M., the Company's Steamship "SACHSEN," with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 27th March. Cargo and Specie will be received on Board until 5 P.M. on MONDAY, the 29th March, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 29th March. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The steamer has splendid accommodation for Passengers and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 3rd March, 1897. [7

## VESSELS ON THE BERTH

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

THE Company's Steamship

"HELENE RICKMERS,"

Captain Rebbellmund, will be despatched as above on THURSDAY, the 18th inst.

For Freight, apply to

ARNHOLD, KARBERG & CO., Agents.

Hongkong, 1st March, 1897. [55

## SHIPPING IN PORT.

HONGKONG.

STEAMERS.

Belgic, British steamer, 2,695, Rinder, Jan. 28, O. & O. S. S. Co.
Bygdo, Norwegian str., 773, Pelletsen, Feb. 28, Wieler & Co.
Catherine Apcar, Brit. str., 1,732, Olifent, Feb. 27, David Sassoon, Sons & Co.
China, German steamer, 1,114, Voss, Feb. 28, Chinese
Chowtai, British str., 1,115, Morris, Feb. 28, Yuen Fat Hong
Chusan, German str., 624, Andresen, Feb. 24, Siemssen & Co.
Cosmopolit, German str., 575, Holtz, Mar. 1, Wieler & Co.
Daphne, German str., 1,291, Samuelsen, Feb. 23, Siemssen & Co.
Deuteros, German str., 1,198, Lassen, Mar. 2, Siemssen & Co.
Donar, German str., 1,015, Grundmann, Feb. 28, Lauts, Wegener & Co.
Empress of Japan, Brit. str., 6,000, Pybus, Feb. 23, Sander & Co.
Esmeralda, British str., 966, Taylor, Feb. 21, Shewan, Tomes & Co.
Fatshan, British str., 1,125, R. L. Blight, H. C. & M. Steamboat Co., for Canton
Federation, British str., 1,570, Prentice, Mar. 3, Lauts, Wegener & Co.
Gaelic, British steamer, 2,690, Friele, Mar. 4, O. & O. S. S. Co.
Germania, German str., 1,714, Bendixen, Feb. 17, Jebsen & Co.
Guthrie, British steamer, 1,496, Craig, Mar. 1, Gibb, Livingston & Co.
Haimun, British str., 693, Bathurst, Feb. 25, Douglas Lapraik & Co.
Hainan, German steamer, 740, Clausen, Mar. 2, Siemssen & Co.
Hankow, British str., 2,235, Dick, Butterfield & Swire, for Canton
Heungshan, British str., 1,654, W. E. Clarke, H., C. & M. Steamboat Co., for Macao
Hohenzollern, German str., 2,039, Blecker, Mar. 2, Melchers & Co.
Honam, British str., 1,344, H. C. & M. Steamboat Co., for Canton
Hupeh, British steamer, 1,846, Quail, Feb. 22, Butterfield & Swire
Independent, Ger. str., 1,003, Ahrenkiel, Mar. 2, Wieler & Co.
Kachidate Maru, Jap. str., 2,143, Narasaki, Feb. 16, M. B. Kaisha
Kiangnan, Chinese str., 1,347, Inckay, Feb. 12, C. M. S. N. Co.
Kong Beng, British str., 862, Joslin, Feb. 28, Yuen Fat Hing
Kwonghoi, British steamer, 419, Chinese, for Canton
Letimbro, Italian str., 1,041, Belsito, Feb. 28, Carlowitz & Co.
Mathilde, German steamer, 600, Berg, Mar. 4, Chinese
Nanshan, British steamer, 1,344, Stovell, Mar. 4, Bradley & Co.
Ningchow, British str., 1,735, Jones, Mar. 4, Holliday, Wise & Co.
Pasig, British str., 284, Chinese, for Canton
Peiyang, German str., 853, R. Kohler, Mar. 1, Siemssen & Co.
Phra Nang, British str., 1,021, Watton, Mar. 3, Yuen Fat Hong
Powan, British str., 1,842, S. W. Goggin, H. C. & M. Steamboat Co., for Canton
Propontis, British str., 1,300, Furrand, Dec. 28, Chinese
Sendai Maru, Jap. str., 1,164, Olsen, Mar. 4, Nippon Yusen Kaisha
Sishan, British steamer, 893, Jones, Mar. 2, Bradley & Co.
Swatow, German str., 631, Jespersen, Feb. 21, Siemssen & Co.
Taicheong, German str., 828, Duhme, Mar. 4, Meyer & Co.
Tai On, British str., 709, Gollowski, Chinese, for Canton
Taisang, British steamer, 1,505, Sawer, Mar. 3, Jardine, Matheson & Co.
Tenshin Maru, Jap. str., 1,894, Brown, Mar. 3, Nippon Yusen Kaisha
Toyo Maru, Jap. str., 1,547, Hayashi, Feb. 27, Order

SAILING VESSELS.

Coloma, American bark, 814, Noyes, Jan. 17, Captain
Eurydice, British ship, 1,154, Knox, Feb. 4, Order
Falls of Dee, British 4-m. ship, 1,845, Lock, Feb. 16, Standard Oil Co.
Fred. P. Litchfield, Amr. bark, 991, Hardy, Nov. 20, Order
Henry Failing, Amr. ship, 1,899, Merriman, Feb. 28, Order
Kumbira, British ship, 1,885, Brownell, Mar. 4, Master
Santa Cruz, Amr. sch., 120, O'Keefe, Jan. 3, Captain
Tam O'Shanter, Amr. sh., 1,845, Smith, Feb. 21, Order
Torrisdale, Brit. 4-m. bk., 2,184, Buchanan, Feb. 6, Standard Oil Co.
West York, British bark, 688, Davis, Oct. 18, Order

BANGKOK.

In Port on 19th February, 1897.

Blenda, Swedish bark, from
Bukit Tinga, Siam. str., from Chantaboon
Centaur, British str., from Singapore
Donai, French str., from Saigon
India, Norwegian bark, from Amoy
Maochow, British str., from Hongkong
Myrtle, Norwegian bark, from Port Natal
Nanshan, British str., from Hongkong
Olio, British str., from Singapore
Phra Nang, British str., from Hongkong
Singapore, British str., from Singapore
Zelatewa, Norwegian str., from Zanzibar

## HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 10 guns, 3,000 h.p., Com. F. G. de Lisle, at Saigon en route Hongkong
Archer, cruiser, 14 guns, 3,500 h.p., Comd. C. E. Kingsmill, at Yokohama
Centurion, flagship, 41 guns, 13,000 h.p., Capt. S. H. Legis, at Hongkong
Daphne, sloop, 14 guns, 2,000 h.p., Com. MacArthur, at Manila
Esk, gun-vessel, 3 guns, 340 h.p., Lieut.-Com. H. P. Barton, at Ichang
Firebrand, gun-vessel, 6 guns, 360 h.p., Lieut.-Com. V. Maud, at Hongkong
Grafton, protected cruiser, 36 guns, 7,350 h.p., Capt. E. P. Jones, at Hongkong
Handy, torpedo-boat destroyer, 6 guns, 4,000 h.p., Lieut. A. Gillespie, at Hongkong
Hart, torpedo-boat destroyer, 6 guns, 4,000 h.p., Lieut. H. F. Shakespear, at Hongkong
Humber, storeship, Capt. Frank W. Wyley, at Hongkong
Immortalité, armoured cruiser, 34 guns, 8,500 h.p., Capt. Ed. Chichester, at Hongkong
Linnet, gun-vessel, 6 guns, 870 h.p., Com. R. C. Sparkes, at Tientsin
Narcissus, armoured cruiser, 34 guns, 8,500 h.p., Capt. W. C. C. Forsyth, at Nagasaki
Peacock, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. St. John, at Nagasaki
Pigmy, gunboat, 8 guns, 1,200 h.p., Lieut.-Com. C. J. T. Dormer, at Hongkong
Pique, cruiser, 12 guns, 7,000 h.p., Capt. A. C. Corry, at Singapore
Plover, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. De Horsey, at Shanghai
Porpoise, cruiser, 14 guns, 3,500 h.p., Com. F. R. Pelly, at Hongkong
Rainbow, cruiser, 12 guns, 7,000 h.p., Capt. W. C. Forsyth, at Singapore
Rattler, gunboat, 8 guns, 1,200 h.p., Lieut. Hon. G. A. Hardinge, at Hongkong
Redpole, gunboat, 8 guns, 1,200 h.p., Lieut.-Com. R. H. Grafton, at Hankow
Soleal, torpedo mining launch, at Hongkong
Swift, gunboat, 8 guns, 870 h.p., Capt. McAlpine, at Manila
Tweed, gun-vessel, 3 guns, 340 h.p., at Hongkong
Undaunted, armoured cruiser, 34 guns, 8,500 h.p., Capt. Halifax, at Yokohama
Victor Emanuel, receiving ship, 20 guns, Commodore Holland, at Hongkong
Wivern, coast-defence ship, armoured, 10 guns, 1,000 h.p., at Hongkong

Printed and Published by D. WARRES SMITH, at 20, Wyndham Street, Victoria, Hongkong.